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TIME-TABLE.

WEEK DAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	8.40	8.15	10.30	12.00	1.15	2.35	5.29	7.10
Yammat	8.50	8.25	10.39	12.09	1.24	2.44	5.38	7.19
Shatin	9.00	8.35	10.49	12.19	1.34	2.54	5.48	7.29
Tai Po	9.10	8.45	10.59	12.29	1.39	2.59	5.58	7.39
Tai Po Market	9.20	8.55	11.09	12.39	1.44	3.04	6.02	7.49
Fanning	9.30	9.05	11.19	12.49	1.49	3.09	6.12	7.59
Shungshui	9.40	9.15	11.29	12.59	1.54	3.14	6.22	8.09
Shumchun	9.50	9.25	11.39	13.09	1.59	3.19	6.32	8.19

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchun	7.21	6.56	10.39	11.40	3.00	4.17	5.13	6.48
Shungshui	7.31	7.06	10.49	11.50	3.10	4.27	5.23	6.58
Fanning	7.41	7.16	10.59	12.00	3.20	4.37	5.33	7.08
Tai Po Market	7.51	7.26	11.09	12.10	3.30	4.47	5.43	7.18
Tai Po	8.01	7.36	11.19	12.20	3.40	4.57	5.53	7.28
Shatin	8.11	7.46	11.29	12.30	3.50	5.07	6.03	7.38
Yammat	8.21	7.56	11.39	12.40	4.00	5.17	6.13	7.48
Kowloon	8.31	8.06	11.49	12.50	4.10	5.27	6.23	7.58

SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	8.40	8.15	10.30	12.00	1.15	2.35	5.29	7.10
Yammat	8.50	8.25	10.39	12.09	1.24	2.44	5.38	7.19
Shatin	9.00	8.35	10.49	12.19	1.34	2.54	5.48	7.29
Tai Po	9.10	8.45	10.59	12.29	1.39	2.59	5.58	7.39
Tai Po Market	9.20	8.55	11.09	12.39	1.44	3.04	6.02	7.49
Fanning	9.30	9.05	11.19	12.49	1.49	3.09	6.12	7.59
Shungshui	9.40	9.15	11.29	12.59	1.54	3.14	6.22	8.09
Shumchun	9.50	9.25	11.39	13.09	1.59	3.19	6.32	8.19

Stations	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Shumchun	8.12	7.47	10.39	11.40	3.00	4.17	5.13	6.48
Shungshui	8.22	7.57	10.49	11.50	3.10	4.27	5.23	6.58
Fanning	8.32	8.07	10.59	12.00	3.20	4.37	5.33	7.08
Tai Po Market	8.42	8.17	11.09	12.10	3.30	4.47	5.43	7.18
Tai Po	8.52	8.27	11.19	12.20	3.40	4.57	5.53	7.28
Shatin	9.02	8.37	11.29	12.30	3.50	5.07	6.03	7.38
Yammat	9.12	8.47	11.39	12.40	4.00	5.17	6.13	7.48
Kowloon	9.22	8.57	11.49	12.50	4.10	5.27	6.23	7.58

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Stations	Dep.	Arr.	Stations	Dep.	Arr.
Fanning	7.45	11.30	Shatin	6.30	10.15
Shatin	8.40	12.25	Fanning	7.25	11.10

Stations	Dep.	Arr.	Stations	Dep.	Arr.
Fanning	7.45	11.30	Shatin	6.30	10.15
Shatin	8.40	12.25	Fanning	7.25	11.10

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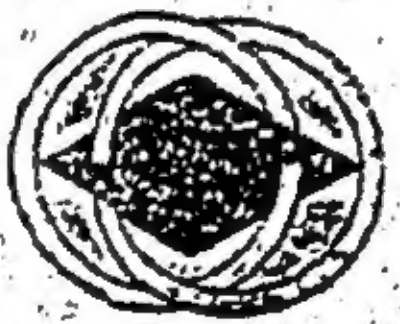
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SUN CHANG	SUN CHANG	5 "
SUN CHANG	CHUNG LOON TOW	3 "
CHUNG LOON TOW	TAI LAM CHUNG	7 "
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[140]

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| 1 Pt. Blackberry Brandy. | 2 Qt. St. Julien Claret. |
| 1 Pt. D.O.M. | 1 Qt. Old Brown Sherry R.S. |
| 1 Qt. Martell's XXX Brandy. | 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 2 Qts. King Geo. IV. or Perfection
Whisky. | 1 Qt. Burgoyne's Burgundy. |
| | 1 phial Pomeranian Bitters. |

No. 2 HAMPER—\$30.

- | |
|---|
| 1 Qt. Guillemart Champagne. |
| 1 Pt. D.O.M. |
| 1 Qt. Burgoyne's Burgundy. |
| 1 Qt. Martell's XXX Brandy. |
| 2 Qts. King Geo. IV. or Perfection
Whisky. |
| 2 Qts. Tawny Dry Port. |
| 2 Qts. St. Julien Claret. |
| 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 1 Qt. V. de P. de P. Sherry. |
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No. 3 HAMPER—\$26.

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| 1 Qt. Burgoyne's Burgundy. |
| 1 Pt. G. F. Peppermint. |
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YOUTH'S PROTEST. THE RIGHT TO SATISFY ONESELF. A LETTER TO A FATHER.

[BY ALMO WAUGH.]

The following letter from an undergraduate at Oxford may be assumed to have passed in different forms a number of times through the post during the last few weeks. Where the arguments it presents have not been expressed in writing they have been in periphrastic discussions, and where they have been neither written nor discussed, they have been thought. The attitude that is taken here would seem to be what politicians are in the habit of describing as both typical and symptomatic. At any rate, here the letter is:

"I am very sorry, my dear father, the letter runs, 'that my career in Oxford is making you unhappy. I have done, you say, extremely little work during the last three terms and unless I put in about ten hours work a day my chances of getting even a second are most unpromising. Well, father, I have never attempted to deceive you. I have never pretended that I was working when I was not. I worked extremely hard to get my scholarship, because I knew that probably I should not be able to come up without it. I worked fairly hard to pass my history previous, because had I not passed it I should have lost my scholarship. If I had worked harder I should probably, you say, have got 'distinction.' I am vain enough to agree with you. I think I should. But I did not want distinction. I only wanted not to lose my scholarship. That was a year ago. Since then I have done the minimum of work. I am quite frank; you see. I confess to it. I have done practically no work at all. It is most unlikely that I shall get a second, though I shall be surprised if I do not get a third."

"Thirty years ago I should have been told, I know, that my behaviour was unfilial and ungrateful, that the least I could do in return for all that you had done for me was to get a first. That was the old attitude, and perhaps, father, that is the difference between our generations. You went up to Oxford feeling that you owed it to your father to get a first. For twenty years, you said, 'my father has given me a home, affection, and an education. He has worked during those years extremely hard. He has denied himself a great deal so that I might go to a good school. He has the right now to ask something of me in return. It will give him immense pleasure if I get a first. At least I will do my best to give it him.'"

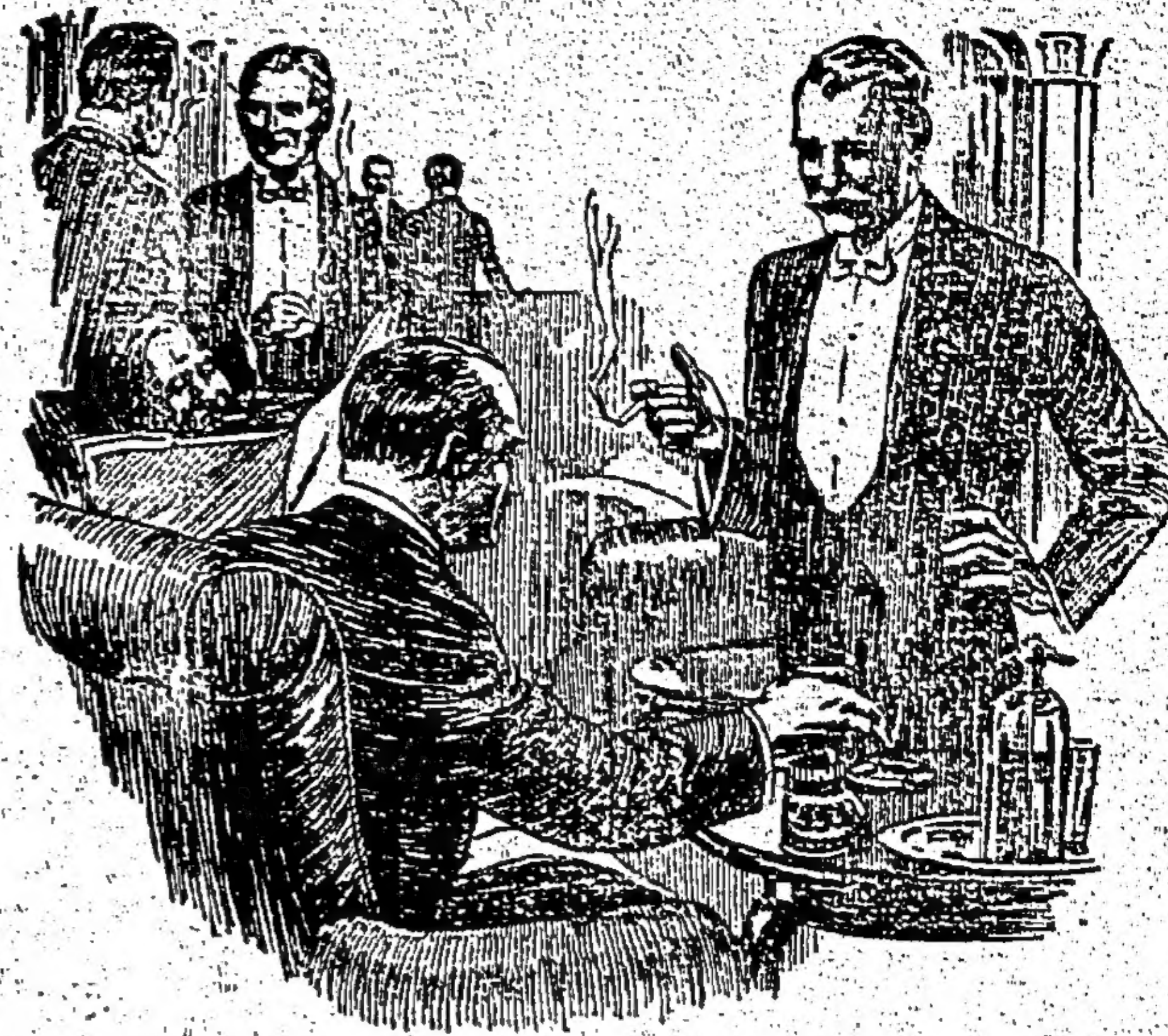
"That is the way we are told in copy-books that we should feel towards our parents. But is it a compliment to them, after all, that we should feel like that? Is it not as good as saying that our career is nothing more than a focus for parental pride; that our parents are asking us to succeed, not for our sakes, but for theirs, so that they shall be able to say in their clubs, 'My boy made eighty yesterday against Shrewsbury,' or 'My boy has got a scholarship?'—Isn't it as good as saying that our parents send us to schools and colleges, not that we shall fit ourselves to take up our share in the world's work, but that we shall provide them with opportunities for self-laudation? That we are, in fact, to live not our life there, but theirs; that school and Oxford are not to be the foundation to our careers, but the coping-stones of theirs? Is not that what it comes to really, the theory that we are to do at Oxford the things our parents expect of us instead of the things that we feel are going to be of value to ourselves?"

"That, father, I know has never been your attitude. Do you remember saying to me four years ago, when we were discussing whether I should try for a history or a classical scholarship, that it was really more my concern than yours and my headmaster's? 'You will be here,' you said, 'forty years after he and I are out of it. It's for you to decide which way your inclinations lie.' You will say, perhaps, that there is no real parallel between the two occasions: that the point at issue then was the subject at which I was to work; whereas, now the question is whether I am not to work or work. But they are really, I think, parallel nevertheless. For ultimately they come to the same thing: by the following of which path shall I be the better off twenty years from now? To me my way seems the wiser."

"I am not going to be a school master or a barrister or a civil servant. And I cannot help feeling that outside the learned professions the distinction between a first and third is not going to matter much. Not enough, at any rate, to make me feel that the gaining of it could compensate for the number of things I should have to lose by working for it. I should, as you say, if I were to get a first have to work during the next three terms for nine or ten hours a day. I should have to drop the O.U.D.S. and the O.U.D.S. I should have to give up rowing, and the many hours I have spent in the Bodleian in disreputable study. There would be an end of those long wars of dialectic that sharpen one's faculties more than lengthy study, and which one will never anywhere else be able to enjoy so fully. I should have to give up all that, the best part, the most valuable part, so it seems to me, of Oxford—and for what? For a label, a word, a name."

"I know what you will answer; that if one undertakes a thing one must see it through; that the mere discipline of work, even if the value of the prize is negligible, is the finest of all trainings; that to be slack at one thing is to be slack in other things. But, father, I am not a slacker. I am merely throwing my energies into other things; into things that appear to me to be more important. I may be wrong, of course. It may be that I am making a great mistake in not doing the conventional thing, the thing that is expected of me. If I am wrong I shall have to pay for it. I am prepared for that. It is, after all, my own career, and if I fail it will be myself that will have to suffer."

"That, at any rate, father, is the way in which I and my friends look at things. We are prepared to pay for our mistakes, but we have, we consider, the right to satisfy ourselves that they are mistakes and not, as we think them now the ways of wisdom."—Sunday Times.



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4.—It is the only type of motor that wears in while other wears out.

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HONGKONG SHARE MARKET. THE WEEKLY REPORT.

HONGKONG, December 5th.
The period under review has seen rather less activity in the local market, and though there have been improvements here and there, rates have for the most part shown an easier tendency. Prospective buyers of most stocks are holding off, hoping for lower rates.

The tone of the market in the North is good, interest being chiefly centred in Shanghai Docks and Cottons which have marked an advance in price.

Banks.—Hongkong and Shanghai Banks have again been dealt in at \$1.175 closing with buyers at \$1.170. The latest cable quotation from London is 2130 (middle).

Marine and Fire Insurances.—Unions were placed at \$270 but have since fallen away to \$265. Yangtzes have been negotiated at \$121. It is announced that the Union Insurance Society will take over the working of the Yangtzes Insurance Association, and will issue to shareholders a Union share in exchange for every 2 Yangtzes, subject to confirmation. Hongkong Fires have slipped to \$635. Cottons are wanted at \$730 and China Fires at \$130.

Shipping.—A strong demand for "Star" Ferries lifted the price to \$118, but the market closed easier with sellers at \$113. Hongkong, Canton and Macao Steamboats after having advanced to \$37 are in request at \$36. Union Waterboats are enquired for at \$18 and probably a little more would be paid. Douglas Steamships have weakened and sales have been made at \$37.

Refineries.—No business has been reported under this section and rates remain unchanged.

Oils and Mining.—Langkats (combined) have further strengthened and after sales at \$15. 15 there are buyers at \$15. 10. "Shells" continue in demand at \$4/8. Tronohs have hardened and could be placed at \$4/-. Benguets are saleable at \$2.80.

Electric Companies.—Hongkong Electric, after weakness, close a little firmer with sales reported at \$13. Hongkong Trams after having recovered to \$304 have sellers at \$300. China Lights (combined) were dealt in at \$241 but have since fallen away to \$238. The Company has declared a dividend of 75 cents per share on the old shares, and 8.67 cents on the new shares of \$1 paid up. The profit, which amounts to \$385,259.20, shows an increase of \$130,527.41 over last year's figure.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have further declined to \$142. Hongkong and Kowloon Wharves have also weakened and have changed hands at \$206. Shanghai Docks are ruling strong and have advanced to \$104. New Engineerings are also higher with buyers at \$14. 7.

Lands, Hotels and Buildings.—Hongkong Lands have shown an easier tendency and were sold down to \$105 but the market has recovered to \$106 at the close. Hongkong and Shanghai Hotels have likewise weakened and have been sold down to \$173 and \$17 for the old and new shares respectively. Humphreys Estates are on offer at \$221. Realty were booked at \$21, but have since lapsed to a nominal quotation. Prince's Buildings continue in demand at \$150.

Cotton Mills.—Ewos have been ruling firm and, with very few cash shares coming out, the market has advanced to \$15.50. Shanghai Cottons (old) have appreciated to \$15. 31 and the new to \$15. 33. Oriental are to be bid at \$15. 30. Miscellaneous.—There are buyers of Dairy Farms at \$24, after sales at \$23. Green Island Cements (combined) have been taken off the market at \$24. China Providents (old) have been negotiated at \$18 and continue in request, while the new shares have lapsed to a nominal quotation of \$3. Constructions are a shade firmer and have been bought at \$8. Lane Crawfords have come to business at \$18.80. Taxicabs are on offer at \$33 and Wm. Powells at \$15. Peak Trams (new) have buyers at \$113. Watsons (new) were done at \$12, but have since lapsed to a nominal quotation.

Exchange.—The T.T. selling rate, on London to-day is 2/4½ and on Shanghai 72½.

Forward Settlement Days.—December 23rd (Tuesday); January 20th (Tuesday); February 24th (Tuesday) and March 24th (Tuesday).

TRADE OF FORMOSA, 1923-24.

JAPAN'S SHARE 80 PER CENT.

His Majesty's Consul at Tamsui reports the total value of imports into Formosa during 1923 was Y.110,129,492, as compared with Y.119,069,329 in 1922, whilst the exports were valued at Y.198,504,502 and Y.157,804,975 respectively. The foreign share of Formosa's trade showed some increase during 1923 and the first three months of 1924, particularly during the latter period, when the proportionate increase of the foreign share, so far as indicated by Customs statistics, was over 50 per cent. Japan maintained its wonted share of about 80 per cent. of the total, but a certain deduction must be made in respect of goods of foreign origin imported via Japan.

Camphor had a somewhat unsatisfactory year, owing to the reduction in exports to most foreign countries, notably the United States, while those to Japan and also to France showed a slight increase. The total exports amounted to some 428 million lb., of which over one-third went to Japan, just under one-third to the United States, one-eighth to France, and the remainder mainly to the United Kingdom. The first three months of 1924 showed a further big drop to all foreign countries except France, while Japan's share underwent an increase.

Production of coal in 1923 amounted to 1,445,000 tons. Exports in 1923 were stationary, in the neighbourhood of 600,000 tons, but in the first three months of 1924 the low exchange value of the yen and other circumstances favoured the trade, and foreign exports increased 50 per cent. over those for January-March 1923. Formosan coal goes mainly to Hongkong, but Japan takes a certain amount of dust. Work on the new coal-loading wharves and equipment is in progress at (Continued at foot of next Column.)



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Hongkong, 1st December, 1924. [1556]

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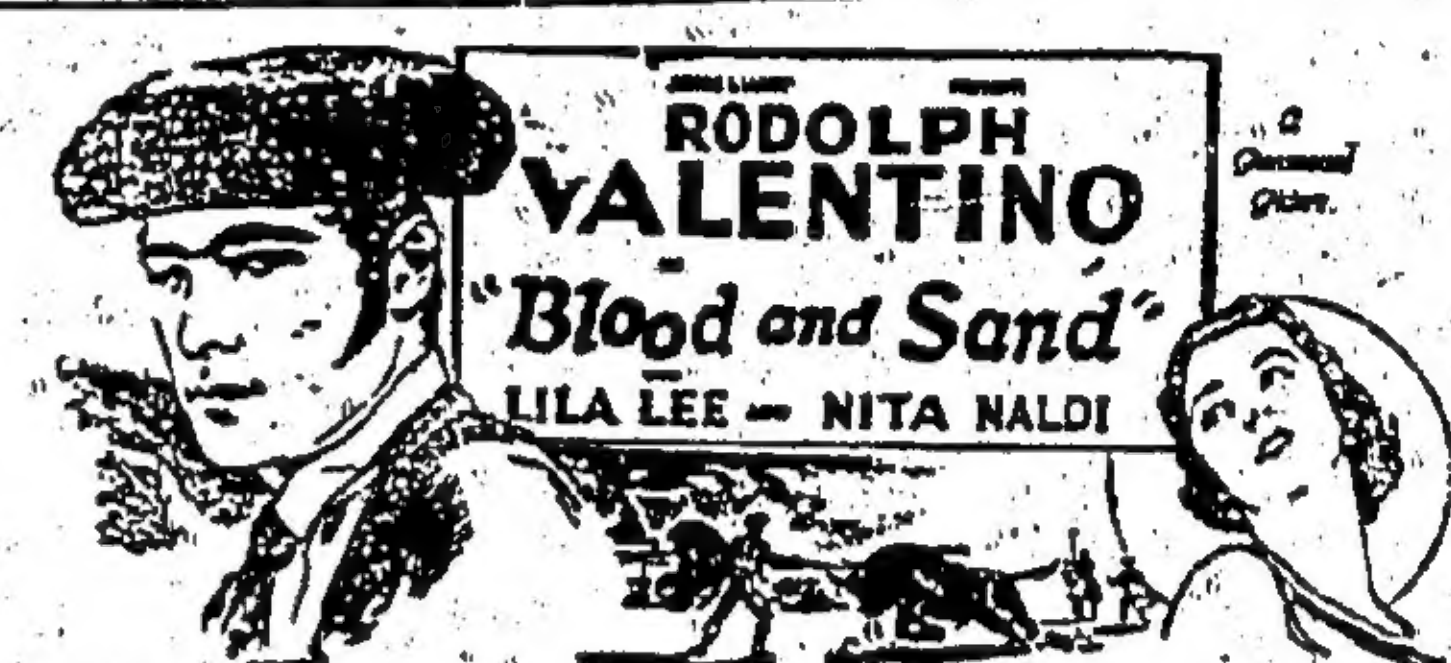
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34, QUEEN'S ROAD.

ELECTRICITY FOR LHASA.

CITY TO HAVE OWN LIGHT PLANT.

Lhasa, capital of Tibet, the Forbidden City which in all its existence has been visited by only a handful of white men, is reported about to make a jump into twentieth century methods by constructing a hydro-electric plant. A bulletin from the Washington, D.C. headquarters of the National Geographic Society, which quotes from a communication to the Society from John Claude White, one of the few Westerners ever admitted to the city.

Lhasa, the Place of the Gods, well deserves its name, as anything more beautiful can hardly be imagined than the vision of the sacred city set against its magnificent background of snow-capped mountains. Whether seen on a brilliant day, under a cloudless sky, during a thunderstorm, painted in soft glowing lights by one of the wonderful sunsets seen only in Tibet, or by moonlight when with outlines softened and toned down, the Potala stands out like a phantom castle in ghostly splendor from among the shadows of its surrounding trees, all aspects are equally lovely.

DOMINATED BY THE POTALA.
The Potala is by far the finest building and eclipses all others in the beauty of its appearance. The present Potala was commenced in 1645 by the Grand Lama Ngawang Lobsang Gya-tso, on the same site as a former building and there is no doubt, I think, that the city is an ancient one and was in existence more than 1,500 years ago, although we can find no record giving authentic historical account.

The Potala dominates everything in Lhasa. The enormous mass of buildings, partly monastery, partly palace, and partly fortress, is built on a rocky ridge which stands out in the centre of the valley, commanding the town, and dominating the landscape. Its architecture is magnificently grand, bold in outline and design; it towers above everything, with its gray white walls and buttresses, its immense flights of steps and terraces, dotted with red-robed monks ascending and descending from religious ceremonies; its dull madder-red temple walls, with carved and painted windows, showing behind black brown yak's hair hangings, surmounted by its gilded roofs and set in almost park-like surroundings of trees and meadows, with snow-capped mountains on all sides and the Kyichu, the River of Delight, running clear in many channels through groves of willow or poplar.

INTERIOR LESS STRIKING.
It is indeed a most fitting shrine for the heart of any religion, and with such surroundings it is difficult to understand how the present form of Buddhism (Lamaism), as practised in Tibet, could ever have sunk to the depths of degradation it has reached.

But the interior of the Potala is curiously disappointing, as it consists principally of a mass of dark passages and cells, a certain number of halls and flights of steps.

Among the larger halls were several striking ones, especially that in which was the gilt tomb of Ngawang-Lobsang Gya-tso; the dome of this hall extended upward through several stories. On the tomb there was a great deal of metal ornamentation and the whole formed a fine piece of work. On each side of the principal tomb were similar ones of smaller dimensions, those of Dalai Lamas less notable.

GOLDEN BUTTER LAMPS.
In another room of fairly large dimensions the walls were lined with shelves from floor to ceiling each shelf closely packed to its utmost extent with images of Buddha. There must have been thousands of all metals—gold, silver, copper, brass—and many were of very beautiful workmanship. In another chapel there were hundreds of golden butter lamps.

It would be quite impossible to give even a semblance or a plan of this conglomeration of buildings, and it would take weeks, perhaps, to visit every part of the enormous structure, capable of holding thousands of people.

From the flat roofs of the Potala the whole valley lies mapped out below—the town to the east, a mass of low, two-storied, substantially built houses interspersed with temples; the Jo-Khang, the most holy shrine in Tibet; the Chabpori, or school of medicine; the blue Turquoise Bridge (Yutok Sampa), so called on account of its green-blue tiled roof; the many channels of the River of Delight (the Kyichu), beyond which lies the Arsenal, and to the north the Monastery of Sera under the hills, containing 6,000 monks. Further on the Ebbing Monastery with 10,700 inmates; the gilded roofs of the Na-chung-choskyong; and the Ling-Kor, the Sacred Road, along which all devout Buddhists prostrate themselves in the hope that all their earthly sins may be forgiven, could be seen in places.

There are monks everywhere in or near Lhasa. The three large monasteries of Sera, Debung and Galdap alone contain about 20,000 and with all the other temples and monasteries the number cannot fall far short of 30,000, while the lay population of Lhasa only amounts to about 15,000 of whom 9,000 are women, who, strange to say, carry on practically the whole of the trade done. The remaining 6,000 males are about 3,000 Tibetans and 3,000 foreigners—Chinese, Nepalese, Kashmiris, etc.

CHINA'S RAILWAYS.

SITUATION STILL "DEPLORABLE."

The British Commercial Attaché in his annual report for 1935, writes—

In last year's report the railway situation in China at the end of 1933 was described as "deplorable"—practically no new construction had taken place, all lines under purely Chinese control had seriously deteriorated owing to lack of proper management and neglect of essential repairs, traffic had been constantly interrupted by civil war and the constant commandeering of rolling-stock by military leaders, and railways which should under normal conditions have shown a handsome profit were being run at a loss and were unable to reduce their ever-increasing load of debt. Of the situation at present it may truthfully be said that it is the same—only more so.

In the south the Chinese section of the Canton-Kowloon Railway has suffered from such constant interruption throughout the year that its earnings are no longer sufficient to cover its ordinary running expenses, and the British engineer-in-chief has recently reported that the line must either be handed over to the military entirely or close down.

In the north one of China's main lines, the Peking-Mukden Railway, has been practically cut in half by Marshal Chang Tso Lin, and the intramural and extramural sections are now run as separate organisations.

It is a striking illustration of the earning power of Chinese railways even under abnormal conditions that the southern section earned almost as much in 1933 as the whole line did the previous year.

The two great trunk lines connecting Central China with the North, the Tientsin-Pukow Railway and Peking-Hankow Railway, have run without serious interruption throughout the year, but equipment and permanent-way have steadily deteriorated owing to lack of proper maintenance, and their earning power has been seriously curtailed owing to shortage of rolling stock.

The Wuchang-Changsha section of the Canton-Hankow Railway is, according to last reports, in such a state of disrepair that it is dangerous to run trains at more than ten miles an hour; the Peking-Suiyuan line, referred to in last year's report as being on the verge of bankruptcy, is now endeavouring to raise a loan to pay off the \$30,000,000 for which its creditors are clamouring.

In fact, the only two lines that can show a net profit on the year's working are the Shanghai-Nanking Railway and the Lung Hai, both under foreign control.

The Ministry of Communications were able to meet all their obligations in regard to foreign railway loans in 1933, but public default, as in 1932, was on more than one occasion only averted by the desperate expedient of short-term loans from Chinese banks at exorbitant rates of interest.

The same report states that the total amount of "Mortgage Bond Liabilities in 1933" was roughly \$435,418,000, to meet which sums of \$27,733,000 and \$20,797,000 were required on account of principal and interest respectively. The total net revenue of the railways in 1933 being only some \$40,000,000, while the amount required for the loan service was \$41 million, the deficit of \$1 million was met by short-term loans from Chinese banks at rates of interest varying from 15 to 30 per cent.

According to statistics published recently, the total obligations of the Ministry of Communications in respect of the railways amount to \$639,220,000, which includes a sum of approximately \$70,000,000, due in cash, to foreign firms for railway materials.

A CHINESE SCARAB.

OLDEST IN THE WORLD.

What was described as the oldest scarab in the world was exhibited in Peking recently by the Geological Survey of China. It is said to be at least fifteen million years old, and was found in an excellent state of preservation in the hinterland of the Shantung coast by Mr. H. C. Tan, geologist of the Survey. The scarab, which has been named *Protoscarabaeus Yensi* (in honour of Dr. W. W. Yen, formerly Minister of Agriculture and Commerce, and now Prime Minister), formed one fossil in a collection from Shantung which, in the words of a member of the Survey, definitely put the Cretaceous Age on the geological map of China.

Mr. Tan was given the task of mapping the geological formation of Eastern Shantung. In the course of his work he examined the rocks in the region for evidence of the land and fresh water life which existed some of years ago. He used his geological hammer in vain for many months, and then suddenly exposed a complete specimen of a fish. The experts of the survey say that it overshadows a similar find whose age has not yet been determined, but which was given the name *Lycoptera sinensis* by Smith Woodward when it was presented to the British Museum.

After this find Mr. Tan laid bare hundreds of specimens of plant and animal life, all embedded in rocks near the scene of his first discovery. Finally, his hammer exposed the remains of the fifteen-million-year-old scarab. It was found spread on a stone slab under a layer of clay, almost with the perfection of life except for its flattened appearance.

MOTOR TRAFFIC IN CHINA.

"SLOW PROGRESS."

Mr. Brett, the British Commercial Attaché, in his annual report for 1935, just published, says—

Motor traffic continues to make slow progress, a rough estimate placing the number of passenger cars in use in China and Hongkong at about 9,000, with 1,200 motor trucks and omnibuses and a slightly smaller number of motor cycles. Shanghai is responsible for approximately half the above totals, and it must be admitted that the figures are insignificant in relation to the vast extent and population of the country. The absence of good roads is mainly responsible for the limited demand for motor vehicles, and it is to be expected that with the gradual extension of road-building projects China will in time become a promising market for British cars. It is reported from Tientsin that inquiries for passenger and freight cars have been very numerous in recent months in connection with various road-building schemes all over the northern provinces, and fairly substantial orders are stated to have been placed, mainly with American firms. As mentioned in a previous section, the new roads recently built in China are almost all of too flimsy construction to be adapted to heavy traffic, and the most popular type of motor vehicle for use as a public conveyance on these highways is a light truck of one to one-and-a-half tons, capable of accommodating about ten passengers. It may be added that low price is an absolute essential in the case of motor cars competing for this trade, the demand for more expensive vehicles being confined to some of the wealthier foreign and Chinese residents in Shanghai, Tientsin and a few other large cities where good roads have been laid out by the municipal authorities. Whilst the British share in the motor trade in China is still very small, it is satisfactory to observe that in Shanghai the past year has been a marked increase in the popularity of British light cars of which these cars are now procurable and their low running costs being strong arguments in their favour. It may also be of interest to mention that the motor-bus company recently established in Shanghai has already ordered thirty buses from England, and the service will doubtless be extended in the near future if the enterprise proves successful.

Total value of the motor cars (including parts) imported into China last year amounted to Hk. Tls. 2,133,907. Of this total nearly two-thirds came from the United States, Great Britain coming second on the list with imports valued at Hk. Tls. 253,717.

According to a report appearing in the Bulletin issued by the Chinese Government Bureau of Economic Information, a Chinese company in Shanghai is preparing to place on the market an electrically propelled vehicle of a novel type which is intended to compete with the jirikaka traffic. These vehicles are to provide accommodation for one passenger in addition to the operator, and it is claimed that they can be sold at about \$50 each.

ENGINEERING RELIEF WORK IN CHINA.

Engineering works accomplished in the past three and a half years on behalf of famine relief work in China are the subject of an interesting report which the Engineering Department of the Chinese International Famine Relief Commission has issued. A specially prepared map of China issued with the report, with indications in red of the various undertakings, as well as individual maps of the areas concerned, accompanies the report, and a tabulation of the costs completes what is a most illuminating record.

Among the items of interest which may be extracted by an analysis of the report is the fact that the new roads constructed by the American Red Cross and the China International Famine Relief Commission since 1930, if put end to end, would provide two trunk highways reaching from Shanghai to Chungking in the heart of Szechuan, and from Peking to Canton. In addition to this 2,000 miles of new road, over 750 miles of repairs were also effected, the total cost being over four million dollars, thus saving food and shelter for both flood and drought sufferers.

In providing water for regions subject to drought, some 25 miles of irrigation ditches were constructed at a cost of \$10,000, and 5,673 wells were sunk at a cost of 405,000. Over 270 miles of drainage ditches were dug or cleaned at a cost of \$280,000, while 500 miles of river dykes were built or repaired at a cost of more than one and a half million dollars.

The most notable expenditure on conservancy work was probably that in Shantung, on the Yellow River, where the China International Famine Relief Commission contributed \$350,000 towards the reversion of this river, at Lichang, where it had broken its dykes and flooded the surrounding country.

The report reveals what the China International Famine Relief Commission has done to combat flood and famine, which have been China's sorrows for countless generations. But it is not only in regard to the task already accomplished that the work is of interest. It gives some indication of what has yet to be completed, at the same time giving hope of a wide extension of the Commission's usefulness.

ROBBERIES FROM GODOWNS IN SHAMEEN.

Of late, many cases of theft at Shameen have been reported, says the *Canton Gazette*. It will be remembered that some weeks ago the strong room of the firm of T. E. Griffiths was broken into by thieves who got away with a lot of valuable deposited there for safe-keeping by Chinese merchants.

A similar case of theft has now been reported, the victim being Loxley & Co. The thieves succeeded in gaining admittance to the firm's godown after breaking the iron bars of one of the windows, and they removed a large quantity of silk and other valuables, the property of Messrs. Wing Wo, silk merchants of Canton, whose offices are situated at Sun King Street.

The success of the thieves in breaking into Loxley's godown, which is situated just beside the Shameen Club, in the most frequented part of the British concession, has aroused considerable speculation in view of the fact that two policemen are stationed in the vicinity, while the breaking of the iron bars must have caused a big noise.

SUNKEN GOLD.

ON THE "YASAKU MARU" IN THE MEDITERRANEAN.

It was on December 21st, 1915, that the N.Y.K. *Yasaku Maru* was attacked and sunk by a German submarine-bout in the Mediterranean Sea on her way from London to Yokohama. The sunken vessel carried British gold currency, says the *Kobe Shimbun*, amounting to \$100,000, almost equivalent to 1,000,000, which was, of course, lost with the ship. It is now reported that Mr. Katsuko Yamahiro, interested in the Japanese Deep Sea Industry Office, in Yokohama, Tokyo, has proposed to the Tokyo Marine Insurance Company salvage of the sunken treasure, and it is alleged a contract has already been concluded between Mr. Katsuko and the Tokyo company. The gold seems to be practically in "possession" of the Tokyo concern as a premium for the gold has been paid in by the Tokyo company to the Yokohama Specie Bank. Mr. Katsuko is said to have been promised shares of 80 per cent of the gold with 20 per cent to the Tokyo company if the salvage is successful.

CINEMA NOTES.

QUEEN'S THEATRE.

Baby Peggy, diminutive star of countless successes, scores again in "The Law Forbids," now playing at the Queen's Theatre. This film gives her admirers a new Baby Peggy, a little star no different from the Baby Peggy of the same name, but so interesting that one watches her throughout the big Universal-Jewel production with breathless interest. Added to this is the excellent work of the cast, which worked artistic enough to help the tiny star put it over. It is a story of infatuation, divorce and the problem faced by a little child whose parents have broken up their marital ties. There is the plight of countless children of divorced parents, the dramatic story brings startlingly to mind the question—Is divorce justifiable?

WORLD THEATRE.

Because the screen is essentially pictorial it owes much of its beauty to the art directors whose work is to design settings. Tremendous strides along these lines have been made recently by Penryn Stanlaw in the productions he has recently directed, by Natascha Rambova in Nazimova's "Salome" and by Charles Seessel who was responsible for the sets in "Way Down East," "Dr. Jekyll and Mr. Hyde" and many Barthelemy pictures. Mr. Seessel designed and supervised building the sets for "The Girl Who Came Back," the current feature at the World Theatre. He explains his art by saying that the sets should be to a player what a frame is to a picture. "It should set off the player's good points and bring out his personality without hogging the spectator's attention," says Mr. Seessel. We poke fun at the nouveau riche who piles on diamonds to look wealthy; motion picture sets are a parallel. The more lavish the details, the less they impress us. Usually, the simpler the details, the richer they look.

THE CORONET.

From star to star with pleasure able frequency sums up the motto of the Coronet Theatre. One day Douglas Fairbanks in a story that will never be forgotten and in scenes that will live as long as the eye of the beholder. "Silver screen" is the name who has implanted a personality on the minds of millions of people. He can never expect to meet Rudolph Valentino first burst into prominence in "The Four Horsemen of the Apocalypse," and now in another story by the same author—the Spanish writer Vicente Blazquez—he blazes forth in something which, again, is distinctly new, distinctly romantic, and in a character that cannot fail to appeal. Blazquez has been much in the public eye of late. He has been expressing opinions concerning his beloved "country" which have not pleased his superiors in authority. He wishes to see Spain free again and taking the place—or near to it—that she enjoyed in the heyday of her glorious past. But this has nothing to do with "Blood and Sand." The description denotes Sunny Spain—Spain of the passionate, of the bullfight, and the loves and hatreds of an "engaging" romantic people. Rudolph Valentino, away from his Sheik characterisations, the son of the wealthy farmer in "The Four Horsemen" is here revealed in all his glory in a story that grips and abounds and endows to the Coronet as well as to the book itself, which is but another justification for the creation of the cinema, and the good it undoubtedly accomplishes. The Coronet, in the language of the book world, has another "best seller."

LOCAL CRICKET.

LADIES' MORAL VICTORY OVER MEN.

A match of unusual sporting as well as social interest was played yesterday afternoon on the Hongkong Cricket Club's ground, when a team of twelve male cricketers captained by the Hon. Sir Claud Severn met a like number of lady willow-wielders under the captaincy of Mrs. E. B. Reed.

The game officially ended in a draw, but it is safe to say that the honours of the afternoon were overwhelmingly with the ladies, who scored 191, whereas the more men, with only one more wicket to fall, had made no more than 131, and were only saved from ignominious defeat by the fact that stumps had to be drawn at 4.15. Moreover, as one of the rules of the game was that each man had to retire on compiling 20, there was no possibility of the men avoiding a beating but for the time limit.

The conditions governing the game were that the men were to field and catch with either hand, but with one hand only. A penalty of 6 runs was imposed for an infringement of this rule. Boundaries by the mere males were to count two, and boundary by a female one. The umpire was to decide if the masculine bowling was too fast, and in the case of such an occurrence to call a no-ball. The wicket-keeper for the men had to stand at least one yard behind the stumps. The men had to retire when they had scored 20. Boundaries by the ladies counted 6, and by 4.

The Ladies' side was composed of: Mrs. Bower, Mrs. Reed (Capt.), Miss P. Grace, Miss G. Grace, Lady Stuart Taylor, Mrs. Lucy, Miss Owen Hughes, Miss E. Harston, Miss B. Harston, Miss Bailey, Miss Forbes, and Miss D. Holyoak.

The masculine team comprised Sir Claud Severn (Capt.), A. E. Hollands, Col. T. A. Robertson, Lt. Comdr. Lockhart, Lt. Comdr. Jotham, Commodore Grace, Comdr. Osborne, E. W. Hamilton, Capt. Bensley, L. D. McNicoll, R. E. O. Bird, and D. H. Blake.

LADIES AT THE WICKETS.

The ladies batted first and Mrs. Bower, who went in with Mrs. Reed, took the first ball, bowled by Sir Claud Severn from the Law Courts end. Sir Claud's first over was a maiden, and off the first ball of the next, Mrs. Reed hit a boundary 6 off Col. Robertson. The second, third, and fourth deliveries the fair batswoman dealt with in the same heroic fashion, and adding a single, registered 25 for one over.

As a result of this strenuous hitting, the 40 went up after about ten minutes' play, and the fifty a few minutes later. Much laughter and cheering were evoked when Sir Claud Severn, forgetting the special rules in the excitement of the moment, used both hands in fielding a hard hit to square leg by Mrs. Bower, thus putting on six runs to the Ladies' side. Seventy runs went up after play had been in progress fifteen minutes.

Mrs. Reed, after scoring 50, attempted to retire, but the feeling in the marquee was all against this, and the doughty cricketers were persuaded to return to the wicket.

The hundred went up amid a thunder of cheering when Mrs. Reed made a single off Commodore Osborne.

The hard-hitting partnership was severed a few minutes later, when Mrs. Bower was unluckily run out after scoring 21. Miss P. Grace was next in, and opened her account with a six off Blake, which she immediately followed up with another. After this, for some strange reason she adopted cautious tactics, and had only added three to her score when she was bowled by Hollands about fifteen minutes later.

A DASHING INNINGS.

Miss G. Grace followed and hit her second ball for 6. In the same over Mrs. Reed reached her 100 and was riotously applauded. This time she was allowed to retire, and ran back covered with glory and blushes to the marquee. Lady Stuart Taylor went in to bat, but, although playing several deliveries in excellent style, did not add to the score for she was well taught by Hamilton; off Col. Robertson's bowling. The Ladies' score then stood at 154. Mrs. Lucy came next.

Just afterwards, at 151, Miss G. Grace was caught by McNicoll when she had made 16, and Miss Owen Hughes came out to bat. Almost immediately afterwards Mrs. Lucy was bowled by a tricky delivery from the Commodore when she had registered one run.

Miss E. Harston was next in, but she was caught by Blake off Bird's bowling before she had scored. Miss B. Harston was next.

At this stage Miss Owen Hughes was batting in confident style and was heartily applauded when she thumped a leg ball from Osborne to the Charter Road boundary for six.

Miss B. Harston was caught at the wicket by Lockhart off Osborne when she had made 3 and was followed by Miss Bailey. The new batswoman was not long in partnership with Miss Owen Hughes, for the latter was bowled by McNicoll off the first ball of the next over. Miss Forbes was nicely taken by Col. Robertson with a catch above his head, and Hamilton disposed of Miss Bailey, also with a catch, thus bringing a dashing innings to a close for the excellent total of 190.

The men were left with less than an hour in which to score 191 runs, and the ladies went out to field in an obviously confident frame of mind.

Col. Robertson opened the innings to the bowling of Mrs. Lucy from the Law Courts end, and let his partner, E. E. Hollands, in the first over, the latter being well caught by the bowler when he had scored one run.

Comdr. Lockhart was next in, and when he had scored 9 in about ten minutes, saw the downfall of his partner's wicket. Col. Robertson returning to the pavilion for a score of 10 after being clean bowled by Mrs. Lucy. Lt. Comdr. Jotham was the next batsman, and opened his score with a single, but was caught by Mrs. Lucy off her own bowling when he had made 8. He was succeeded by the Commodore. Just afterwards Lockhart retired, having scored his statutory 20, and was followed by Paymaster Commodore Osborne.

When he scored 4 Commodore Grace was splendidly caught at square leg by Lady Stuart Taylor. E. W. Hamilton was the next batsman.

The Ladies' fielding was remarkably good, their picking up and returning of quite hard shots being very clean and quick. Mrs. Lucy, notably, was enthusiastically applauded for a beautiful piece of work when she felled a hard hit to mid-on along the ground by Osborne, and returned it like lightning. Miss Owen Hughes was also very good.

Capt. Bensley went in to bat when Osborne retired for 20 at a few minutes past four, by which time the men had compiled the dismal total of 78 for 6 wickets. At 85 Hamilton retired, having scored 30, and was succeeded by McNicoll. When he had made 9, Bensley was dismissed by a good ball from Mrs. Lucy, and R. E. O. Bird went in to bat.

With the score at 114 McNicoll retired for his 20, and was followed by D. H. Blake, who hit a two to the boundary off his first ball, from Mrs. Reed, but was bowled by Mrs. Lucy when he had put on two singles.

Sir Claud Severn went in last man, and also hit his first delivery to the boundary for two.

The impatient ringing of a bell from the pavilion at about 4.15 reminded the players that it had been arranged that stumps should be drawn at that time, and an interesting game was thus left undecided, but with the ladies in possession of a moral victory.

LADIES.			
Mrs. Bower, run out	25		
Mrs. Reed, retired	50		
Miss P. Grace, b Hollands	15		
Miss G. Grace, b McNicoll, b Bird	15		
Lady Stuart Taylor, c Hamilton, b Robertson	0		
Mrs. Lucy, b Grace	1		
Miss Owen Hughes, b McNicoll	19		
Miss E. Harston, c Blake, b Bird	0		
Miss B. Harston, c Lockhart	0		
Osborne	4		
Miss Bailey, c Hamilton, b Jotham	0		
Miss Forbes, c Robertson	0		
Osborne	5		
Miss Holyoak, not out	0		
Extras	3		
Total	190		

BOWLING ANALYSIS.			
	O.	M.	R. W.
Severn	4	1	13 0
Osborne	4	0	14 2
Robertson	4	0	28 1
Bird	4	0	33 1
Hollands	2	0	28 0
Hamilton	4	0	23 0
Grace	4	0	14 1
McNicoll	4	1	7 1
Bensley	2	0	5 0
Blake	2	0	23 0
Jotham	2	1	7 1

GENTLEMEN.			
A. E. Hollands, c and b Mrs. Lucy	0		
Col. T. A. Robertson, b Mrs. Lucy	10		
Lt. Comdr. Lockhart, retired	20		
Lt. Comdr. Jotham, c and b Mrs. Lucy	8		
Commodore Grace, c Lady Stuart Taylor, b Miss P. Grace	4		
Comdr. Osborne, retired	20		
E. W. Hamilton, retired	20		
Capt. Bensley, c Miss G. Grace	9		
b Mrs. Lucy	9		
L. D. McNicoll, retired	20		
R. E. O. Bird, not out	8		
D. H. Blake, b Mrs. Lucy	4		
Sir Claud Severn, not out	4		
Extras	3		
Total (10 wickets)	131		

BOWLING ANALYSIS.			
	O.	M.	R. W.
Mrs. Lucy	12	0	33 5
Mrs. Reed	3	0	43 0
Miss P. Grace	2	0	23 1
Miss Bailey	1	0	4 0

TO-DAY'S FOOTBALL.

The following matches in the Hongkong League are down for decision to-day.

Division I.
Kick-off at 4 p.m.
Hongkong Police v. South China "A." Sookunpoo ground. Referee: Mr. Spencer.
South China "B" v. Hongkong Club, Hongkong F.O. ground. Referee: Mr. Collins.
H.M.S. Tamar v. East Surrey Regt., Navy "A" ground. Referee: Mr. F. Smith.

Division II.
Kick-off at 2.30 p.m.
St. Joseph's "B" v. South China "A." Hongkong F.O. ground. Referee: Mr. Ford.
East Surrey Regt. v. South China "B." Sookunpoo ground. Referee: Mr. Bailey.
Kowloon Regt. v. St. Joseph's "A." Kowloon F.C. ground. Referee: Mr. Greer.
Sacred Heart v. Club de Recreo "B." St. Joseph's ground. Referee: Mr. Smith, R.A.
East Surrey Drums v. Club de Recreo "A." Navy "A" ground. Referee: Mr. Torrey.

The time for kick-off to-day have been advanced to 2.30 and 4 p.m. respectively.

The Police and South China met at Sookunpoo and will attract a large attendance. The last game between these teams ended in a goalless draw. Since then the South China team have won every league game, and to-day they should add to their successes although when playing against the Police they lose their heads, probably due to the tactics of the Police backs. Should McWalter be out to-day the locals will find it an easy matter to get within shooting limits, while Clark has proved himself very safe in goal. Chao So, who has been on the injured list for a fortnight, is expected to be out to-day.

The Hongkong Club will be opposed to South China "B" and, although the "B" team has improved since the first meeting between these teams, it is expected that the Club will secure an easy win.

The match on the Navy "A" ground between the East Surrey Regt. and the Tamar should attract a large following of service men. In the former game between these teams the East Surreys won by a goal to nil. The sailors have greatly improved since the opening match and should extend the East Surreys who are expected to win to-day by a great margin.

In the Junior games, that at Kowloon should attract a large following, seeing that this is the only games at Kowloon to-day. St. Joseph's are going quite strong just now and should take the points, although Kowloon has been strengthened by the inclusion of a couple of military players.

South China "A" is expected to win against the St. Joseph's second team.

At Sookunpoo the leaders should have an easy game with the South China "B". A very even game should be seen on the St. Joseph's ground between the Sacred Heart and the Club de Recreo "B" with the latter just getting home. The game on the Navy ground should be well contested, ending in a win for the Club de Recreo "A".

H.K.F.C. RES. v. UNIVERSITY.
This and Division League fixtures have been postponed by the Football Association until further notice.

CRICKET.

CRAIGENGOWER v. KOWLOON.

In this League match at Happy Valley, at 4 p.m. to-day, Kowloon C.C. will be represented by—H. Over, A. W. Gorman, F. Goodwin, Geo. Lee, P. Marshall, L. C. Lyle, S. Jax, H. H. Benson, J. C. Fletcher, A. R. F. Raven, A. J. Kew.

KOWLOON C.C. "A" v. CIVIL SERVICE "A."

The following will represent Kowloon in the League match against the Civil Service C.C. in the former's ground at 4 p.m. to-day—B. Petheram, O. B. Raven, W. E. J. Gorman, L. A. R. Duncan, N. Hill, R. J. P. Master, C. Earnshaw, E. J. Edwards, E. J. Jordan, A. G. Benton, J. C. Long.

HOCKEY.

H.K.F.C. v. SHAMEN.

The side to represent the H.K.F.C. against Shamshen on Sunday at 11 a.m. at the U.S.E.C. ground is as follows—P. W. Mills, G. J. M. Hughes, J. Hughes, J. Wedlake, L. P. Ralph, A. S. Hett, W. H. Lock, G. R. Mohr, H. J. Armstrong, W. Woodward, E. L. Sim and B. D. Evans.

The Shamshen side will be the guests of the Hongkong Hockey Club at 11 a.m. after the game, and all members of the United Services Recreation Club are cordially invited.

CONSPIRACY CHARGE.

THE SOLICITORS' CLERKS' CASE.

FURTHER EVIDENCE.

Before Mr. J. K. Wood at the Central Magistracy yesterday afternoon the case in which Lo Shu Fan and Cheung Pui Chuen, alias Charles King, two clerks in the employ of Messrs. Hastings & Hastings and Denays & Bowley, are charged on three counts was continued.

It is alleged that they conspired together to defraud Wong Tak Yin, of his property by false representations that Lo Shu Fan was owner of certain lands in the New Territories and had transferred the same into the name of the said Wong Tak Yin and desired to mortgage the same. The other two counts alleged that the defendants conspired together to induce the complainant by false representations to sign two deeds of sale.

In the last two counts, the defendants are alleged to have acted in conjunction with Au Hon Fu and Ho Sai Lok, son of the complainant.

Mr. M. K. Lo prosecuted and Mr. E. Davidson appeared on behalf of the defendants. Mr. H. S. Fitzroy, instructed by Messrs. Lee & Russ, watched the proceedings on behalf of Lau Shu Cho, the purchaser of certain property involved in the case.

When the case was resumed Lo Shu Fan was under the cross-examination of Mr. Lo.

Mr. Lo: Can you suggest why the two people concerned should ask you to be a broker when they had already a purchaser?—Because Ngau asked me. I had seen Lau, and Lau also asked me.

But why should they come and ask you to join in the profits, as an extra broker?—The idea was to impress Lau so that he would trust us.

If the object was merely to convince Lau of the identity of the vendor, they could have gone on without you, if you had identified him?—That is so.

There was only one interview between you and Lau and the terms were agreed to at that meeting?—No. I had nothing to do with arranging the terms.

The agreement was for \$16,200?—Yes.

Is it usual in the case of an agreement for sale to have ten per cent. as a deposit?—It does not matter so long as the parties agree.

Is it usual or unusual?—In a case like this it is done sometimes. I have known of such cases.

With regard to the agreement for the house in Lyndhurst Terrace, I think Mr. Kent prepared that?—Yes.

The purchase price was \$32,000, and \$11,000 was paid as deposit. Were you surprised?—There was nothing to surprise anyone in that. The parties had agreed.

If the parties had been prepared to pay 50 per cent. deposit would you be surprised at that?—Have you ever come across a case where 50 per cent. had been paid as deposit?—I have known cases where more than ten per cent. has been paid as a deposit, but I have never known a case where 50 per cent. was paid. His Worship adjourned the case.

TO-MORROW'S FETE.

ENJOYABLE EVENING PROMISED.

To-morrow the Society of St. Vincent de Paul will hold its 41st annual All France Fete in the compound of the Catholic Cathedral, Caine Road, under the distinguished patronage of H.E. the Governor.

Over 4,000 toys and other articles have been specially imported from Europe and America and it is expected that every stall will present a very attractive appearance. A special feature this year will be the surprise cake (a most attractive cake of 500 slices) every slice with a prize. The latter will include a diamond ring, a gold watch, several wedding rings, a ruby brooch, gold and silver coins etc. The donkey rides of the two donkeys which did such useful work on the "Rosa Day" December 1st, should be popular.

The grounds will be open in the afternoon from 2.30 p.m. to 8.30 p.m. when certain stalls will be open and amusements specially suitable for children will be provided, and in the evening will be brilliantly illuminated. By kind permission of Lt. Col. F. E. Monaghan, R.A., and the Officers and Bands of the East Surrey Regiment will play both in the afternoon and in the evening. The Star Ferry is providing a special late Ferry for Kowloon which will leave Hongkong at 11 p.m.

Christmas Suggestions

SUITABLE GIFTS FOR YOUR MEN FRIENDS

SILK HANDKERCHIEFS
PURE SILK SCARVES
ART SILK SCARVES
WOOL SCARVES
PURE SILK SOCKS
SILK AND WOOL SOCKS
CASHMERE SOCKS
GOLF HOSE
GOLF GARTERS
WIDE END SILK TIES
HAND-KNIT SILK TIES
BOW TIES
GLOVES
WALKING STICKS
UMBRELLAS
SILK DRESSING GOWNS
JAEGER DRESSING GOWNS

LETTER CASES
POCKET WALLETS
DOCUMENT CASES
ATTACHE CASES
SUIT CASES
KIT BAGS
WRITING CASES
TOBACCO POUCHES
JAEGER SLIPPERS
LEATHER SLIPPERS
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AND
THOUSANDS OF OTHER
GIFTS THAT ARE SURE
TO PLEASE.

LANE, CRAWFORD, LTD.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

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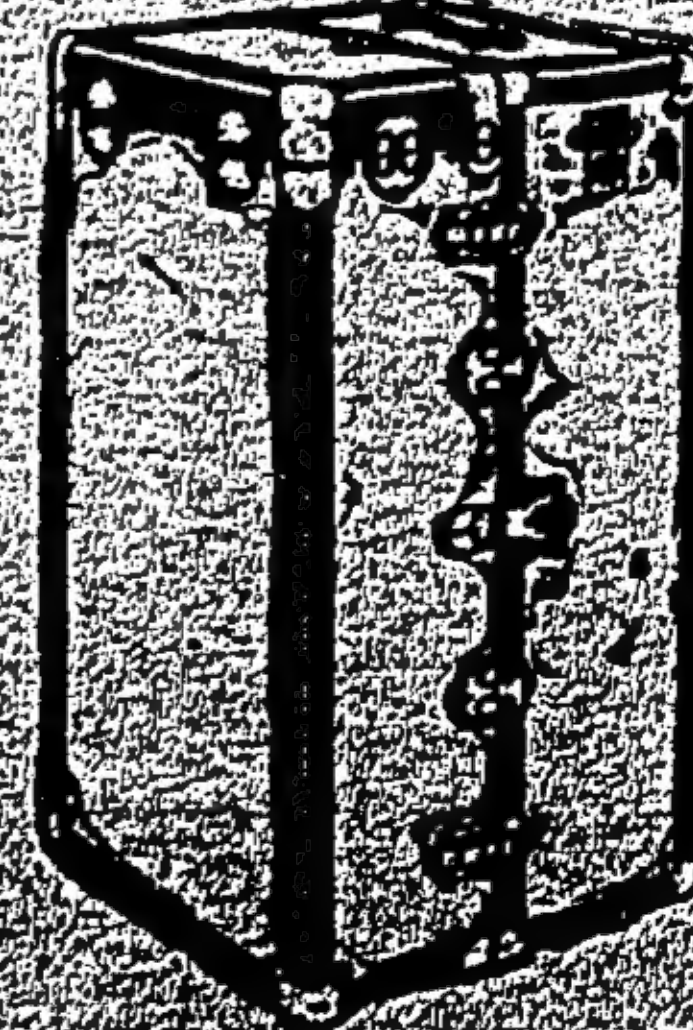
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THE STAR-O'ROBBIE BURNS
AFION WATER
WERE A SCOTTISH HERO
BOBIE DUNDEE
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Price from \$110.00 to \$195.00

NEW ADVERTISEMENTS

NOTICE.

GRAND CHARITY DRAW.
SOCIETY OF ST. VINCENT DE PAUL.
7TH DECEMBER, 1924.

THE Committee hereby give Notice that the following TICKETS, which have either been reported Lost or HAVE NOT BEEN PAID FOR, ARE CANCELLED—
2069; 2071; 2072; 2075; 3311.
[1570]

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.,
BRITISH INDIA STEAM NAVI-
GATION CO., LTD.,
EASTERN & AUSTRALIAN STEAM
NAVIGATION CO., LTD.,
&c., &c., &c.

AS From the 8TH DECEMBER, Our Office
will be in the P. & O. BUILDING,
CORNHART ROAD.
MACKINNON, MACKENZIE & CO.,
Agents.
[1568]

FOR SALE.

SIX-ROOMED HOUSE at TAN PAK
(Facing South), with Hot and Cold
Water, Modern Sanitation, Tennis Court,
Garden and Garage (adjoining). Apply X.Y.Z.,
Daily Press Office.
[1571]

PRINCE LINE FAR EAST SERVICE.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship "CELTIC PRINCE"
having arrived from the above Port on 5th
instant, Consignees of Cargo are hereby in-
formed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees
risk and expense.
All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on Friday, 12th instant at
10 A.M.
All Claims must be presented within 15
days of the Steamship's arrival here, after which
date they cannot be recognized.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 12th instant will
be subject to Reclaim.
Consignees of Cargo are hereby notified
that they must produce an Import permit
signed by the Superintendent of Imports and
Exports, Hongkong, before Bills of Lading
can be countersigned.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Cornhart Road, Hongkong,
Telephone No. 3165.
Hongkong, 5th December, 1924. [1567]

"ST. JOAN"

HONGKONG A.D.C.'S PRODUCTION
OF BERNARD SHAW'S
GREAT PLAY.

"ST. JOAN."

JANUARY 12th, 13th, 14th, 16th & 17th,
1925, at 9 P.M. SHAW.
JANUARY 14th, at 4.30 P.M.

"ST. JOAN"

"THE MOST BRILLIANT DRAMA OF
THE CENTURY."

BOOKING—ANDERSON MUSIC STORE
FROM MONDAY, DECEMBER 15th,
9 A.M.

"ST. JOAN."

[1569]

NOTICE.

WE, the Undersigned, have THIS DAY
established Ourselves as Stock Share
and General Brokers under the Firm Name of
"HODGSON AND HARRIMAN," with Office
situated in the BANK OF CHINA BUILDING, TOR
FINCH.
P. M. HODGSON
G. A. HARRIMAN
Members, Hongkong Sharebrokers
Association.
Hongkong, December 4th, 1924. [1566]

THE CHINA LIGHT & POWER CO.
(1913), LTD.

THE SIXTH ORDINARY GENERAL
MEETING OF SHAREHOLDERS will
be held at the Office of the Company, 27,
GEOFFREY BUILDING, Corner Road, Victoria,
Hongkong, on the 20th DECEMBER, 1924,
at 11.30 O'CLOCK in the Forenoon, for the
purpose of receiving a Statement of Accounts
and the Report of the General Managers for
the year ended 30th September, 1924, and
electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from SATURDAY, the 6th
DECEMBER, 1924, until SATURDAY, the 20th
DECEMBER, 1924, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
[1561]

INTIMATIONS

NOTICE.

THE HONGKONG TUG & LIGHTER
CO., LTD.

WE beg to give Notice that a Call of
\$2.00 Per Share has been made upon
All Members holding Shares upon which only
\$4.00 has been paid, and that the same will be
payable to the Bankers of the Company, THE
HONGKONG AND SHANGHAI BANKING CORPORA-
TION at Hongkong, on or before the 10th
JANUARY, 1925.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st December, 1924. [1559]

NOTICE OF REMOVAL.

GIBB, LIVINGSTON & CO., LTD.
THE HONGKONG ELECTRIC CO.,
LIMITED.

ON and After 1st DECEMBER, 1924, Our
Address will be as follows—
NEW P. & O. BUILDING.
[1531]

NOTICE.

SCRIP No. 7896
100 SHARES OF THE
HONGKONG AND WHAMPOA DOCK
CO., LTD.,
Nos. 58544/63, 57569/65, 4192/96, 15327/636,
5859/88, 52381/89, 51667/76, 55588/94,
IN THE NAME OF MR. NG CHEUNG.

NOTICE IS HEREBY GIVEN that the
above-mentioned Scrip the property of
MR. A. I. LOPES, of ALEXANDRIA BUILDING,
Hongkong, Sharebroker, has been obtained from
him by these pretences and that any Person to
whom the same is offered for Purchase should
before purchasing the same At Once com-
municate with MR. A. I. LOPES at his Office,
ALEXANDRIA BUILDING, or at his Residence, No. 3,
PAUL BUILDING, Kowloon.
Dated the 27th day of November, 1924.
A. A. LOPES.
[1545]

HONGKONG ST. ANDREW'S
SOCIETY.

"ST. ANDREW'S" & "ST. GEORGE'S"
GOLF MATCH
AT
FANLING
ON
SUNDAY, 28th DECEMBER.

INTENDING COMPETITORS are Re-
quested to Enter their Names on Lists
posted at FANLING HONGKONG CLUB, or
ENGINEERS' INSTITUTE.
Entries Close on 21st INSTANT.
A. BITHORIE,
Hon. Secretary.
Hongkong, 3rd December, 1924. [1563]

SHAMHEEN MUNICIPAL COUNCIL
(BRITISH CONCESSION.)

TENDERS ARE HEREBY INVITED
for the Supply of the following—

- (1) One (1) Hand drawn Motor Fire Engine
capable of delivering 150 English Gal-
lons of Water per minute. Pump to
throw two (2) jets to a vertical height
of 75 to 80 feet with 2 1/2 inch Internal
Diameter Hose and 3/4 inch nozzle at
an average pressure of 150 pounds per
square inch. Pump and Motor to be
mounted on Carriage having Steel
Springs and Steel Wheels with either solid
Rubber or Pneumatic Tyres. To be com-
plete with the necessary Fuel Tank, Water
Tank, 25 feet of Suction Hose, Suction
Rope, all necessary Tools and Accessories.
- (2) Twenty-eight (28) lengths of 2 1/2 inch
Internal diameter Canvas Fire Hose to
suit above-mentioned pressure, in
lengths of Fifty (50) feet.
- (3) Seventy (70) Automatic Couplings for
Hose, 56 of which are to be fitted to the
28 lengths of Hose. Six (6) Nozzles to
suit Hose Couplings, 3/4 inch, with Cop-
per Jet Pipe complete. Two (2) Two-
way Connections.
- (4) Two (2) Light Hose Reels for Fire
Hose mounted on either steel or Wood
Wheels Rubber Tyred, with Springs,
Accessories and Tool Box.
- (5) One (1) Chemical Fire Extinguisher of
about 35 to 40 gallon capacity, mounted
on Wheels and having about 200 feet of
Hose, about 3/4 inch diameter, with the
Usual Nozzle and Shut Off.

Price for Delivery at the Fire Station
Shamheem.

Tenders should be Sealed and Marked "FIRE
DEPARTMENT" and delivered at the Council
Room, BRITISH CONCESSION, SHAMHEEN, Canton,
on or before SATURDAY, 20th INSTANT.

The Council does not bind itself to accept the
Lowest or any Tender and Reserves to itself the
right to accept the whole or part of any Tender.
Neither does the Council bind itself to pay
any expenses which the Tenderers may have
incurred in tendering.

(Signed) CHAS. E. WATSON,
Secretary.
Council Room,
Shamheem, 2nd December, 1924. [1562]

FOR ATTENTION OF MASTERS OF
NORTH-BOUND STEAMERS.

AS During the North-East Monsoon there
is always possibility of North-bound
Steamers Running Short.

OF BUNKER COAL.
This is to Inform You that TAIT & CO.,
AMOIY (A Well-protected Port with Good
Anchorages) have Stocks of

GOOD JAPANESE BUNKER COALS
AT REASONABLE PRICES.

Wireless Messages via Hongkong or Formosa
are Re-transmitted by the Great Eastern
Telegraph Co. and a Wire to "RAIR" or
"COLLIERIES" AMOIY, will Receive their
Prompt Attention.
Bentley's Complete Phrase Code used.
[1457]

INTIMATIONS

DEWAR'S
THE TOUCHSTONE
OF QUALITY

Good whisky, like fine wit,
pleases subtly. There is
pleasure in its charm, never
hurting and never ungenerous.
Appreciation of humour
is a great asset to happiness
and so is appreciation of the
very Touchstone of Quality
in whisky.

DEWAR'S.

"White Label" and
"Victoria Vat."

As supplied to the Houses
of Lords and Commons.

By Royal Appointment to
His Majesty The King.

SOLE AGENTS:

A. S. WATSON &
CO., LTD.

Wine and Spirit Merchants.

ESTABLISHED 1841.

BIRTH

BEAUCHAMP—At 1, Leinster Gardens,
London, on November 1st, wife of
Lieut. R. R. BEAUCHAMP, R.N.,
daughter.

DEATH

REYNELL—In Shanghai, on December
4th, 1924, ALFRED ELL REYNELL.
[1571]

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, DECEMBER 6TH, 1924.

SUPERFLUOUS SOLDIERY.

From the capacious receptacle for waste
paper, which forms a necessary article in
the equipment of every Editorial as-
sumption, we retrieved after it had been once
consigned to that limbo a little brochure
entitled "Key to a World Peace"—the
product of an obscure individual at
Grantham. It was the subsidiary title
that appealed to us from the waste paper
basket—"Pension off all who compose
the fighting forces." With the forces
dismissed, the barracks, dockyards and
schools closed, the cost, this sapient
writer tells us, would immediately begin
to decrease. "Many millions of cash
could be quickly realised by the sale of
live stock, army and navy equipment,
warships, bombing planes, buildings and
valuable sites." But the author of the
brochure does not pursue the subject far
enough. If a nation decides to entirely
abolish its naval and military establish-
ments, where may it look for likely pur-
chasers of army and navy equipment,
warships, bombing planes, etc.? Ob-
viously it would have to look to other
nations for these "many millions of
cash," and the plan would therefore work
out not as a "Key to World Peace," but
as, in all probability, "a means to the
Suicide of a Nation." Whatever progress
is made towards the ideal of World Peace
and general disarmament can come only
through such efforts as the League of
Nations was expressly formed to make;
and while "complete demobilisation" is

an idle dream, it has already been proved
that reduction and limitation of the
burden of armaments by common agree-
ment is within the realms of practical
endeavour.

The thought that occurred to us as we
retrieved this little brochure from the
limbo of the waste paper basket was:
Could a plan somewhat on the lines pro-
posed be usefully considered in a country
like China at the coming national con-
ference? The need for a great reduction
of China's military forces is clearly re-
cognised by Chinese statesmen. "Dis-
bandment of superfluous troops" was the
great aim and object of General Li Yuan
Hung when he consented to become
President of the Republic of China a
second time, but, once in office, he found
the support which he had been promised
for the effort entirely lacking, and to-day
there are greater numbers of men under
arms in China than ever before. Yet
demobilisation on a large scale in China
seems a perfectly feasible undertaking if
the powers-that-be make an honest effort
to achieve it. At the coming national
conference this problem must necessarily
be discussed and solved. There can be
no hope of peace in China until that is
done. A year or two ago in some of the
provinces "disbandment of superfluous
troops" was attempted, but by entirely
wrong methods. The men were simply
demobilised and left practically without
means to fend for themselves. The result
was the growth of brigandage on a great
scale. It has to be recognised that suc-
cess in this matter is only to be achieved
by some such methods as Great Britain
and France adopted when they demobilised
the large Chinese coolie battalions
which had been recruited for service as
a labour force in the Great War. Instead
of giving them a few dollars and leaving
them to their own devices, at some point
in China hundreds of miles away from
their homes, with no alternative but
robbery, they gave them part of their
pay on the spot, a further part on their
return to their native homes, and the
balance, say, a month or two later after
they had settled down there. Disband-
ment of China's superfluous soldiery on
these lines cannot be considered an im-
practicable idea. It is the only way for
instance, in which the alien troops, brought
into the province of Kwangtung by
Dr. Sun Yat Sen can be peacefully
repatriated. It is a scheme that, for the
whole of China, will need a great sum
of money, but if some scheme of this
kind can be worked out by a national
conference with adequate guarantees for
its honest administration, it should not
be impossible to find the money for it,
since it will be recognised by the minded
people of China to be the very founda-
tion of any plan of peace and orderly
Government for China.

Garrison Orders notify that Lieut.-Col.
B. A. Hill, D.S.O., R.A.O.C., is struck
off the strength of the China Command
and posted to the House Establishment
from December 1st.

For making fast alongside the s.s.
Tijiliwong while under way, three junk
masters appeared before Lieut.-Comdr.
G. F. Hole at the Marine Magistracy
yesterday morning, and were fined \$10
each.

Over the past two years of Hubber
restriction the Malayan rubber industry
has benefited to the extent of about
\$134,000,000, taking as the basis of cal-
culation the reverse in the last pro-
hibition year.

Following a raid in the village of
Sai Tan, in the Tai Kok Tsui district,
police officers arrested a Chinese man
who is to be charged with being in
possession of a loaded automatic pistol
and 14 cartridges.

Before Mr. E. W. Hamilton at the
Kowloon Magistracy yesterday morning,
a Chinese stated to be a mut. appeared
on a charge of dealing \$225 from a
Chinese on board the s.s. *Shanai* on
Thursday. His Worship adjourned the
case for a week.

The "Anuario de Macao, 1924," has
just reached us. It is a work of over
600 pages, containing very full infor-
mation concerning the Colony and several
photographic illustrations.

A Chinese soldier from Nanking ap-
peared before Mr. N. L. Smith at the
Central Magistracy yesterday charged
with stealing two iron rods, which, he
told a policeman later, he found lying
beside a wall. His Worship, in sentenc-
ing the man to seven days' imprisonment
with hard labour, suggested to the pro-
secuting police officer, Inspector Spear,
that something might be done for the
man.

The death occurred at his Macao re-
sidence on Wednesday morning from
chronic bronchitis, of Mr. Luk King
nam, assistant comprador to Messrs.
Shewan, Tomes & Co., Hongkong. The
deceased was 68 years of age. The late
Mr. Luk was formerly connected with
Chinese journalism in Hongkong. He
was for many years on the staff of the
Cheung Ngai San Po, later he was
editor of the *Wah Tsai Fat Po*, and sub-
sequently he rejoined his old paper when
it was taken over by the Chinese Chamber
of Commerce and renamed *Wah Sheung
Chung Wai Po* ("Hongkong Commercial
News").

FORTHCOMING MEDICAL
CONFERENCE.

PROSPECTIVE ARRANGEMENTS.

As was first announced in these columns
some months back, the Chinese Medical
Associations will assemble, in Hongkong,
by invitation of the Hongkong and China
branch of the British Medical Association,
from January 21st to 28th, for the pur-
pose of holding a Joint Scientific Con-
ference.

It is the practice of the Chinese Medical
Association to meet in the interests of
Science once every two years at different
centres in China; such, for example, as
Peking, Shanghai and Canton. It em-
braces in its membership such well-known
characters as J. Preston Maxwell, Dr.
Balne, who has done as much as anyone
to bring Western medicine into China;
Dr. J. Kirk, who is this year's President;
and the greater part of the staff of the
Peking Medical College, including Dr.
Houghton, Chairman of the China Medi-
cal Board in China; Dr. Davidson Black,
the famous Anthropologist; and Dr.
Fusni, an authority on Parasitology.

OVER 100 PAPERS.

The joint conference will hold its
sessions at the Hongkong University, the
whole of these buildings having been
placed at its disposal for the purpose.
The Great Hall has been set apart for a
most interesting trade exhibit of the
latest developments in drugs, instru-
ments, hospital equipment, etc. There
will be two X-ray plants in operation.

Over one hundred papers have been
received. They include a group each on
Hookworm Disease, on Leprosy, and on
the Parasitical Diseases of China, for
which no fewer than thirty have sent
in. It may be mentioned, in paren-
thesis, that the Rockefeller interest in
medical matters started with an investiga-
tion of Hookworm disease in South
America. Other papers will deal with
Anthropology, Physiology and Public
Health. A special feature of this last-
named group will be the number devoted
to Child Welfare and School Hygiene.

Amongst the distinguished guests who
have announced their acceptance of the
invitation to participate are Dr. Stanton,
Head of the Medical Research Institute
at Kuala Lumpur, and Dr. Muir, Head
of the School of Tropical Medicine, Cal-
cutta. An invitation has been extended,
also, to Sydney University to send a
delegate. It is due to the generosity of
the Medical practitioners of Hongkong,
Chinese as well as European, that it has
been found possible to issue these invita-
tions.

In all, up to the present, about 80
acceptances have been received and it is
expected that the actual attendance will
be double that number. The question of
finding accommodation for the visitors
has exercised the minds of those charged
with making the arrangements; but it is
felt that, as so many residents have
already proposed their hospitality, this
problem will be solved satisfactorily.

POLITICAL SITUATION
IN CHINA.

[FROM THE "DAILY SUNDAY"]

DR. SUN YAT SEN.

TIENTSIN, December 4th.
Dr. Sun Yat Sen, who arrived at the
French Bund at noon to-day, was wel-
comed by a large throng.

This afternoon, accompanied by Chang
Tao Lin, he called on ex-President Li
Yuan Hung.

SEAL ON SECRETARIAT AFFAIRS.

PEKING, December 4th.

The Procurator Court has sent officials
to seal up all Parliament's secretariat
affairs.

PEKING APPOINTMENTS.

PEKING, December 4th.

Mandates appoint Lu Yung Hsiang
Tupan of Rehabilitation Affairs in Chihli
province; and Yang I Teh Civil Gov-
ernor of Chihli concurrently with his post
of Chief of Police at Tientsin.

It is semi-officially stated that Tuan
Chi Jui gave Lu Yung Hsiang his
Northern post because Chang Tao Lin
was urging the necessity for finding a
post for Lu Yung Hsiang as a reason
for conquering the Yangtze provinces.

Tsai Ting Kan will be appointed Vice-
Chairman of the Yangtze Waterways
Commission, and thus he will his post
of Director of the Chuiwuchu, which will
be given to a member of the Anfu party,
probably Tseng Yu Chun, a former Anfu
Minister of Finance.

CHANG TAO LIN TO TAKE
NANKING?

PEKING, December 4th.

According to unofficial reports, Chang
Tao Lin intends to take Nanking and
install Chang Hsueh Liang there as
Inspector-General of Kiangsu, Chekiang
and Shantung, which would give him a
commanding position in Central China
as well as in the North.

SHANTUNG INDEPENDENCE.

PEKING, December 4th.

A message from Tientsin states that
the independence of Shantung is still
maintained, but the Shantung authori-
ties, who seemed prepared to support
Tuan Chi Jui, are sending an emissary
to Peking.

MR. H. W. LOOKER, M.P.

Reuter omitted to inform us by cable
that Mr. H. W. Looker, formerly a solici-
tor in Hongkong, had been elected to
Parliament for the South East Division
of Essex. Mr. Looker, who stood as a
Unionist, secured 19,731 votes, the former
member, Mr. R. O. Hoffman (Labour),
receiving only 13,323.

Mr. Herbert William Looker was born
at St. Ives, Huntingdonshire in 1871, was
educated privately, and articled in a firm
of London solicitors. In 1895 he went to
Hongkong to a firm of solicitors there,
and afterwards became partner in the firm
of Messrs. Deacon, Looker, Deacon &
Harrison (now Messrs. Deacons), from
which he retired in 1919, and eventually
settled at Great Baddow, Chelmsford,
which is in the Mid. Essex division. In
1922 he fought unsuccessfully in Central
Hall against Lieut.-Comdr. Kenworthy,
but largely increased the Conservative vote.

BUS CONDUCTOR'S ABUSIVE
LANGUAGE.

Mr. F. O. Gourdin, at the Kowloon
Magistracy yesterday, prosecuted a bus
conductor for using abusive language.
Defendant pleaded not guilty.

Giving evidence, Mr. Gourdin said
that on November 24th he was travelling
in defendant's bus when he requested the
defendant not to sound his whistle so
loudly. Defendant said it was necessary
to sound the whistle loudly so that the
driver could hear, and used abusive him
in Chinese. An inspector was near at
the time, but the Kowloon Motor Bus
Company refused to divulge his name.

The case was adjourned for a week.

CABLES.

EARLIER CABLES.
[THROUGH REUTER'S AGENCY.]EGYPT AND THE LEAGUE.
BRITAIN'S FIRM STAND AGAINST INTERVENTION.

GENEVA, December 4th.

Great Britain, on November 19th, sent a Note to the Secretariat of the League of Nations referring to the resolution of the Assembly of October 2nd, which held that the Disarmament Protocol was open to the signature of non-members of the League.

As the terms of the resolution might suggest the communication of the Protocol to Egypt, the Note recalls the British notification of 1922 to the other Powers on the subject of the special Anglo-Egyptian relations and which are defined in the declaration recognising Egyptian independence, which relations vitally involve the rights and interests of the British Empire, and therefore any attempt at interference with affairs in Egypt by another Power would be regarded as an unfriendly act.

BRITISH NOTE CIRCULATED.

The Note says that His Majesty's Government is consequently unable to admit that the Protocol, if signed by Egypt, would enable the Egyptian Government to invoke the intervention of the League of Nations in the settlement of matters absolutely reserved to the discretion of His Majesty's Government.

The Secretary General replied enquiring whether the British Government intended that the Note should be circulated to those Powers to whom the Protocol had been sent, and a reply was received on December 2nd, stating that this was the British Government's desire, and the Note was accordingly so circulated.

SECOND OPIUM CONFERENCE.
STILL IN COMMITTEE STAGE.

GENEVA, December 4th.

The sub-committees of the second opium conference continued their discussions to-day. The date of the plenary sitting of the conference depends upon the work accomplished by these committees.

It is now possible that this conference will not conclude before Christmas. An adjournment until after the holidays is mooted.

THE OTHER CONFERENCE.

On the contrary, the first opium conference re-assembles to-morrow, for the purpose of discussing the Chinese objection to the terms of the protocol. It is hoped that an agreement will be reached.

TEXT OF ANGLO-GERMAN TREATY.

"MOST FAVOURED NATION" BASIS.

LONDON, December 4th.

The text of the Anglo-German Commercial Treaty has been published.

The treaty will remain in force for five years, and it replaces with modifications the treaty passed in 1890. It secures for British subjects and companies "national" treatment in Germany in respect to taxation and shipping, except possibly the coasting trade.

As the basis of the treaty is the "most-favoured nation" treatment, legislation must be passed by Great Britain removing the war time disabilities from German citizens and companies in respect to their engaging in non-ferrous metal industries and banking in the United Kingdom, and the employment of German seamen on British ships.

LIBERAL INTERPRETATION.

The great mass of prohibitions on the importation of goods into Germany, which impeded British trade with Germany, will be swept away, and the "most-favoured nation" clauses will be interpreted in the most liberal manner.

Both parties agree to abstain from using their respective tariffs as means of discrimination, and both will adopt the provisions of international conventions on trade and shipping, concluded under the auspices of the League of Nations, notably the Barcelona Convention, which applies only to the United Kingdom, but right to adhere to the treaty is accorded to the Dominions, India, the Colonies, Protectorates and the British mandated territories, whose goods shall enjoy "most-favoured nation" treatment in Germany, but the German Government is empowered to withdraw this privilege in respect to anywhere in the Empire which has not adhered to the treaty before September 1st, 1926.

OIL MAGNATE MARRIED.

LONDON, December 4th.

Sir Henri Detering was married at a London registry office to-day to Mrs. Lydia Bagrutini, a Russian lady.

PLOT AGAINST BRITISH CABINET MINISTERS.
SENSATIONAL ASSASSINATION STORY.LORD ALLENBY'S DISCLOSURES.
SPECIAL POLICE MEASURES.

LONDON, December 4th.

A sensational story is published in the *Daily Mail* to the effect that a plot has been discovered to assassinate prominent members of the Cabinet.

News of the conspiracy is supposed to have reached the Government in a despatch from Lord Allenby, High Commissioner in Egypt, the receipt of which was followed by a special meeting of the Cabinet.

The Cabinet meeting was succeeded by a conference of police chiefs, who arranged elaborate measures of protection and gave instructions to armed detectives to act drastically if necessary.

SOVIET AMBASSADOR AT PARIS.

M. KRASSIN'S AIMS.

PARIS, December 4th.

Several thousands of Communists demonstrated outside the station receiving M. Krassin, the new Soviet Ambassador to France, with cheers for revolution.

A strong force of police maintained order.

M. Krassin, on his arrival at the Soviet Embassy, told the Pressmen that the Soviet's immediate aims were the resumption of normal Russo-French relations economically, commercially and financially. He denied any intention of immediately floating a loan in France.

TO ENSURE WORLD PEACE.

U.S. PRESIDENT ON CO-OPERATION.

CHICAGO, December 4th.

President Coolidge in a speech at a luncheon here, said they could no more ensure stable peace without co-operation among the nations than they could secure victory without alliances.

America must constantly be ready to help, at home and abroad where aid was desired, and where it could be effective.

GOVERNOR-GENERAL OF SOUDAN.

SIR G. ARCHER APPOINTED.

CAIRO, December 4th.

Sir Geoffrey Archer has been appointed Governor of the Sudan.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

U.S. TREASURY BONDS.

NEW ISSUE OVERSUBSCRIBED.

WASHINGTON, December 4th.

A treasury long-term bond issue of approximately \$200,000,000, the first since 1922, was over-subscribed to two and a half times.

EARLIER CABLES.

AMERICA'S GOLDEN OUTLOOK.

OPTIMISTIC TREASURY REPORT.

WASHINGTON, December 4th.

Mr. Mellon, Secretary to the Treasury, in his annual report to Congress, predicted several years' prosperity and healthy conditions in the United States, such as succeeded the 1898 election.

Mr. Mellon explained that his prediction was based on the fact that the verdict of Americans was overwhelmingly against "the various theories which are inconsistent with economic laws." He added that the United States was the first nation to come through the post-war transition stage successfully, but America's commerce and industry must maintain its anchor to windward in future world trade, for as America had recovered, so now was Europe becoming stabilised, thanks to the Dawes Plan.

OUTSIDE COMPETITION.

Although it was one that the improved situation in Europe would benefit the United States, Mr. Mellon warned that cheaper production and the lower standards of living abroad would couple a closer competition in the part of America to meet competition in the world's markets. The past four years had witnessed a "cut" in the per capita tax on the United States from \$24 to \$27, while public expenditure, which in 1920 exceeded \$6,000,000,000, had been reduced during the past year to \$3,500,000,000.

In forecasting a further tax reduction, Mr. Mellon declared that the reductions already effected had been at a great sacrifice to business, and he warned against the utilisation of the field of taxation as "a field for socialist experiment or as a club to punish success."

FAR EASTERN CABLE NEWS.

[FROM THE "DAILY BULLETIN"]

CHINESE BARRED IN PHILIPPINES.

MANILA, December 4th.

Pending instructions from Governor-General Wood, the Consular authorities have prevented 23 Chinese sailors landing from the schooner *Lee Tong*, of Portuguese registry, from Amoy, which was wrecked off the coast of Pagsanjan on November 24th, as they fear a clash with the natives.

WHAT'S THE USE OF PARTIES?
"ALL GOVERNMENTS ARE BAD."A Business Man wrote in *Truth*, the week before the General Election:—

For three years past, and more, people have been expecting that some politician or group of politicians would wave a magic wand, nuzzle a mystical incantation, and—hey presto!—unemployment would vanish, taxation be reduced, houses be built, and all the problems that make post-war life almost unendurable be swept away.

Silly asses! Yet maybe there is some excuse for them. Things around them create their illusion, and the newspapers are most to blame. Much of the daily reading of the simple people consists of articles in the Government of the day—it does not matter of which or how many parties it may consist—and that their only possible hope lies in the Government of the morrow, which, of course, means any other Government than the present; it may be an old one returned to office or a new one formed of fragments of the old ones. It may even be worse than any existing Government; but it would be different, and therefore, people think, better.

Why not tell the truth! Instead of shrieking from the house-tops the blessings of Free Trade, the advantages of Tariff Reform, the universal panacea of Socialism, for Heaven's sake let this stupid nation know that no party is any good; that all Governments are bad; that the only difference between them is that some are more than others. None of them can cure unemployment, or build houses, or even make peace. They can all only muddle and promise—and muddle again.

To expect anything else is not reasonable. To ask a Government—any Government—to cure unemployment is like asking a child to lift a ten weight. It is entirely and altogether beyond its power. Governments were never made for that kind of job. A tyrant might do it, a dictator, given brains enough, could. But a Government formed out of a political party—a group of people all shouting together, all shouting their loudest, and all shouting something different—the thing is absurd!

There is a cure—just as there is a cure for most evils, can we but find it. Government cannot do it. Parties of politicians cannot do it. Trade Unionism cannot do it. It can help, it can hinder, it can hinder most damnably—but it cannot cure.

CURSED BY COMMUNISTS.

The business man is cursed by the Communist, despised by the professional classes, preached at by the Church, lampooned in the comic papers, and hounded by the Government. But he is the only man who has a dog's chance of solving the problems that the politicians claim as their private property. Any business man who will to-day sell a consignment of British manufactures overseas is worth more to the country than any ordinary M.P. Any business man who can keep on selling such consignments is helping more to solve our problems than the entire Cabinet and all the politicians.

We need a selling campaign, not a general election; a combined movement, not a party dog-fight; an advertising push, not a deluge of political speeches. A million pounds—which is the minimum cost of democratic appeal to the country—spent on boosting our products in South America, the United States, and the British Dominions would do more to solve our problems—particularly, the outstanding problem of unemployment, for our others are all bound up with it—than changing our Government ten times in ten minutes, if that were possible. Labour can help, of course. It can cut out "ca" canny and strikes and damn nonsense, and get on with its job; when the chance comes to make that job a good one and permanent. But the initiative has got to come from the business men of the country. Despite the idiosyncrasy of Government, it is they who still keep things moving, still keep their brains cool and their courage high.

Let us forget that Parties and Governments exist. It needs a lot of doing, but we have got to do it. More travellers abroad. More efficiency at home. Lowered costs as a result of better organisation—not of wage cuts. A harder push for business in the markets of the world. That way salvation lies. There is no other.

SAVINGS OF A WEEK.

No gospel founded on hate will ever be the gospel of our people.—*Mr. Baldwin*. I regard Bolshevism as a most detestable form of Government.—*Mr. Snowden*.

I have lost my stitches, but I am not going to lose my seat.—*Mr. J. H. Thomas*.

General Elections are as good for the lungs as they are bad for the temper.—*Mr. Robert Lynd*.

I am a firm believer in the intervention of Providence on rare and special occasions.—*Sir Herbert Barker*.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

LABOUR UNION AMALGAMATION.

To avoid further friction among the labour unions in Canton, an attempt is being made to amalgamate all the leading organizations. The most influential labour federations in Canton at present are the "Chung Kung Hui" General Labour Union; the "Kung Yeh Luen Hui" Association of Industrial Workers; and the "Kung Tai Piao Hui" or Workers Conference. Each represents a number of labour unions. The Workers Conference has members from the first two, it being wholly composed of organizations affiliating with the Kuomintang Political Party. The Conference is part of Dr. Sun Yat Sen's Red programme. It embraces 13 labour unions. There are 117 labour unions in Canton altogether.

GENERAL LI FOOK LAM RESIGNS.

General Li Fook Lam, locally known as the uncrowned king of Honam, Canton, has submitted his resignation as the commander of the 3rd Corps of the Cantonese Army. His resignation is taken as a protest against attempted interference with his control of Honam by the Yunnanese. Several days ago, the Yunnanese, raided some houses in Honam and arrested about 20 persons for illicit gambling and opium smoking. It has been apparent for some time that the Yunnanese will hold strongly to the gambling traffic, at least, in order to prevent their forces from financial embarrassment. General Li is being accused of allowing gambling to exist within his jurisdiction without paying the necessary fees to the Yunnanese, but pocketing the income himself.

A FORBIDDEN DESCRIPTION.

The *Kung Ping Pao*, a vernacular daily in Canton, in its issue of December 5th, had the temerity to report a robbery case of the preceding day and mention the culprit, Tang Kun, as a "Red," a term local newspapers dare not use when describing the Chinese Bolsheviks in Canton.

A NATIONAL FUNERAL.

By special order of the Civil Governor of Canton, Dr. Wu Ting Fang, interment in Canton, to-day (December 6th), will be given the honour of a national burial. Dr. Wu died in Canton, in the summer of 1923, when acting Governor of Kwangtung Province.

EXORBITANT TAXATION.

The exorbitant taxation on shipping and freight along the North and the West Rivers of Kwangtung is causing a great loss to native tobaccoists in Canton, according to the *Chinese Commercial News*. It appears that the Chinese tobacco commonly used in Canton and vicinity by the older persons is cut and then mixed with tea oil before being put in the market. In the last few months, because of lack of tea oil from the North and the West River towns, the price of tea oil in Canton has jumped from \$9 to \$12 a jar of 30 catties, and the demand for it has been very much greater than the supply, even at this high figure. On account of high price in tea oil and sometimes untimely supply of this article, the tobaccoists appear to suffer no little.

THE KWANGTUNG UNIVERSITY AND BOLSHEVISM.

The question of the surtax on the land owners in the districts of Kwangtung, an extra charge of 1/3 or 1/6 on the ordinary rates according to locality, for the support of the Kwangtung University, the highest institution of learning in the province, is now leading to the discussion of Bolshevism. The president of the University, Mr. Chan Lu, is complaining to the Civil Governor in Canton of the non-remittance by the district magistrates of this special fund collected by them for the University. The fact is that many in the districts are hesitating of support institution dominated by the Bolshevists.

Civilization as we know it is doomed because of its anti-Christian.—*Canon Lewis Donaldson*.

The phrase about hitting below the belt is surely a little out of date. For those who go about as I do, with their eyes open, have come to the conclusion that belts are worn very much lower than they used to be. And I doubt if there be any vulnerable part left below the belt.—*Mr. Baldwin*.

THE OPIUM DEADLOCK.

[BY W. R. G. ASPLAND.]

The Geneva Opium Conference has fulfilled the prognostications made some months ago and ended in a deadlock. As far back as July Anti-opium Workers in London doubted whether the Conference would even be held, because during the preliminaries necessary for the formation of a programme an impasse was almost reached. As the delegates to the Opium Conference were only those representing Far Eastern possessions in which opium is a vital question they were all fighters and went to the table in full armour both for offence and defence. Only one of the Monopoly Colonies of the East (Hongkong) has unreservedly asserted that financial considerations will never stand in the way of opium reform. All the others are still silent, and it would be almost unthinkable that Possessions, which raise from 20 to 48 per cent of their revenue from opium, should be prepared without fight to surrender such a source of income, and at the same time load themselves with the heavy expenditure of an effective prevention service if opium were suppressed or restricted. Had this Conference been a full League Conference, as the Narcotics one now in process is, over forty nations would have been represented, and the balanced judgment of powers not directly interested in opium cultivation or smoking might have smoothed the way to some useful decisions, but as it was, only those were present who had nothing to gain and everything to lose. The deadlock gives added conviction to the long-stated fact that finance is the arbiter in all opium problems. It is impossible to escape this conviction. Whatever may be said by the most virulent defenders of opium when used in moderation, revenue must undoubtedly be the aim of a Far Eastern Possession which permits a yearly average consumption of 48 ounces of opium by each of its 180,000 Chinese indentured coolies. All these coolies are not opium smokers, therefore those who are must have passed far beyond moderation and will rapidly become such moral and physical wrecks that at the end of their contract, debt and their addictive habits will keep them bound in a foreign land until death. Without naming the above Eastern Possession it may be taken as the extreme example of the many monopolies which differ from it only in a mild degree, and how European representatives of the nations controlling these monopolies could meet in Conference at Geneva for two weeks and not arrive at some unanimous decision for lessening the consumption of opium among the eight million Chinese in these Foreign Colonies is simply incredible. The disappointment is intense, and the shame incalculable. The Conference did not meet to discuss entire suppression, but to arrive at a general plan for decreasing present consumption, with revision after a number of years of any plan not to be agreed upon. The main item in the programme of the British delegate which formed the basis of the Conference was to arrive at a decision on a maximum amount of opium to be permitted per 1,000 Chinese in the Monopoly Countries. This presented difficulties of course, for the per capita consumption varies in each monopoly. One monopoly sells 17,000 grains per capita per annum to its Chinese and another like Hongkong only sells 244, but surely a percentage reduction might have been arrived at which, however small, would have been a step in the right direction. We are forced unwillingly to believe that the financial loss of even a slight reduction stood in the way of unanimity. Only the most sanguine ever imagined that the registration and licensing of opium smokers and the refusal of licences after a given date would be unanimously adopted. This would have meant that the end was in view as also the depleted revenues. To date nothing has been done, everything is "as you were," and the brain and moral fibre of the participating nations has resulted in conflict, petty jealousy, and inaction. The clock of moral advance has been stopped. It is greatly to be regretted that America took no part in this Conference because she had no Far Eastern possession with an opium monopoly, otherwise one is convinced that Bishop Brent and Senator Porter would have at this Conference as at the former one lifted the whole discussion on to a high moral plane and have shamed the trifling and quibbling with technicalities. Right is right and brooks no interference except at the cost of penalties so black that by their side the penalties of right are white and inviting.

The whole Conference seems to have been thrown at the very opening into a wild state of confusion and aggravation by the statements of the Chinese Delegation, and this social and mental disorder was never recovered from. Towards the end an attempt was made to modify the irritation, but it was useless. The Conference was in a bad temper all the way through, and for this China is largely responsible. The monopolies defended their position, on the one hand, by magnifying the smuggling of Chinese cheap opium into their Colonies and on the other by the unwillingness of India to further reduce their consumption of opium. The India opium consumption is the lowest in the Eastern world, being only (Continued on next column.)

THE EFFECT OF ALCOHOL.
MAKES MAN "AN AGREEABLE COMPANION."

Sir Arbuthnot Lane who is Consulting Surgeon to Guy's Hospital and to the Hospital for Sick Children, writes in the *Spectator*:—

Few people seem to realize the remarkable benefit which results from the moderate and legitimate use of alcohol. The vast difference that its absence makes was very forcibly impressed on me on an occasion on which the President of a suburban medical society invited me to address its members, all of whom he had generously asked to dinner. He was what is generally spoken of as a man of high principles; he was a staunch teetotaler, as were all the members of his family. His hospitality at the meal did not comprise alcohol, and the only drink supplied was water and lemonade. The dullness of that dinner and the subsequent spate of the meeting have left a unique and indelible impression on my memory. What I object to is the attitude assumed by many enthusiasts who assert that because alcohol, if taken in excessive quantities or at wrong times is prejudicial to health, or to the performance of the finest work, it is wrong to take it at convenient times and in favourable circumstances. The same surely applies to every useful drug we possess—morphine, belladonna, strychnine, quinine, &c. No drug is useful in moderation that is not harmful in excess.

It has been stated that alcohol is of no use in medicine. That I would deny absolutely, and would assert that on the contrary, it is one of the most useful foods and drugs we possess. It is difficult to prove this in the case of the adult, since the attempted interference, on the part of the medical man with the symptoms of conditions which he calls disease produces such slight results that opinions may and do differ most widely, not only on the use of alcohol, but on that of very many other drugs. Do doctors ever agree?

Early in my professional life I was brought intimately into relation with young infants, some of whom were operated on a few hours after birth. Many of these children were most difficult to feed, they refused to drink their bottles, or if they did they very soon rejected their contents. The addition of a few drops of brandy to each bottle effected a marvellous result. The child swallowed the tasty milk greedily and retained it. If by any chance the brandy were omitted from the bottle after a mouthful the child thrust the bottle away angrily and spat out the food, which was distasteful to it. In such cases as these there can be no possible doubt as to the benefit afforded to the infant by the few drops of alcohol, the presence of which in a large number of these little patients made the difference of life or death.

I have seen almost precisely similar results in feeble old age on innumerable occasions.

It does not require any medical skill or knowledge to realize that exactly analogous experiments are going on in the intermediate period of life. In civilization man bears a very trying mechanical relation to his surroundings. He is wrongly fed, and his habits as regards the action of his bowels are hopelessly bad. The functioning of his gastro-intestinal system is so unsatisfactory that he develops a harmful series of maladies from which the negro and other primitive races living in their natural surroundings are quite free. One of the chief results of this, though perhaps not such a deadly one, is the general mental depression that is so intimately associated with civilization because of the impaired digestion of the community. As in the case of the infant, the addition to the diet of a reasonable amount of alcohol facilitates digestion, and enables the individual to enjoy a meal which, without the presence of the stimulating action of alcohol, would be repulsive to him. That alcohol is not necessary to the health of the robust individual is well recognized. A moderate amount will often make him a more agreeable companion.

28 grains per capita per annum, and this quantity is only little above the 15 grains decided by the League Health Committee, as a legitimate amount for general medical purposes, yet this was used as a reason why a monopoly using 17,000 grains per capita should not reduce her annual consumption. It is preposterous, and would be ludicrous were not such great moral issues at stake. To remove this stigma from the world's record, it is to be hoped that the Conference will meet again, later under better conditions or that the matter will be referred back to the whole Conference of the League. Every nation represented at this Conference is a signatory of the Hague Convention and has affirmed her adherence to Art. 8 of that Convention, which declares "The contracting Powers shall take measures for the gradual and effective suppression of the manufacture of internal trade in, and use of prepared opium, etc." Twelve years have elapsed since this Convention was signed, and the total consumption of opium in the monopolies remains to-day as it was then. One or two monopolies—notably Hongkong—have reduced their consumption, but only for half the time, and the same as 1912, and yet the first Conference of the Powers directly controlling opium monopolies in the East side issues have been allowed to deliberate the main purpose and so end in failure.—*Peking Daily News*.

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THIRTEEN CARDINAL POINTS IN
DRIVING.

THE STRAIGHT LEFT ARM.

REMEDIES FOR ALL

A book entitled "All about Golf: How to improve your game," by Ray Seymour, has just been published, and has formed the text for the following interesting article by a special correspondent of *The Observer*.

Only one man has ever accomplished the amazing feat of driving the last green at St. Andrews—a distance of 364 yards—the last half being slightly uphill. "A. Seymour, now the professional at the West Essex Club, was the man who did it. This was five years ago, in the year of the "championship," and as I saw the ball run through the deep hollow in front of the green and stop not many yards from the pin, a big, powerful man, strode forward and congratulated Seymour. He was Mr. Edward Blackwell, who, twenty-seven years previously, from the seventeenth tee, drove to the steps of the Royal and Ancient Clubhouse, a distance of 366 yards. The ball he used was a gutty, which made the achievement all the more phenomenal. Seymour has always had the reputation of being one of the longest drivers in golf, the one department of the game in which we are constantly striving to obtain efficiency. When our average drive measures something under the 200 yards it is irritating, to say the least, to see a man, no better equipped physically, driving the ball 250 to 300 yards. It does it with such ridiculous ease and with such a minimum of effort, that we ask ourselves, "How the deuce does he manage it?" Seymour tells us in his book, "All About Golf: How to Improve Your Game."

Of peculiar interest is the chapter on the "Secret of Driving," in which he enumerates the following thirteen cardinal points:

1.—Address the ball behind with the clubhead resting naturally on the ground, not tilted in any way.

2.—Hold the hands a little behind the clubhead, which should lead the hands as it is brought away. (It will be noticed that Seymour does not accept the latest teaching of "hands leading," as shown by the ultra-rapid camera in depicting the methods of many of the world's champion golfers.)

3.—Begin the upward swing with a stiff left arm so as to get the club well behind the ball.

4.—Bend the left knee inwards towards the right knee as the left elbow bends to swing the club over the right shoulder.

5.—See that the left wrist falls under the clubshaft at the top of the swing.

6.—Go back slowly and smoothly, gripping firmly with the left hand and lightly with the right hand. (This is opposed to the advice of Vardon, who says that the grip should be identical in firmness with both hands.)

7.—Pivot on the ball of the left foot as the right elbow and left knee bend for the upward swing.

8.—Feel that the left foot still holds firmly to the ground.

9.—When the swing has been completed the left foot should not have moved appreciably from its original position.

10.—At the top of the swing let the weight of the body rest on the right leg.

11.—In making the downward swing, gradually transfer the weight of the body from the right leg to the left.

12.—Make sure that you bring the club down in the same arc as that by which you brought it upwards.

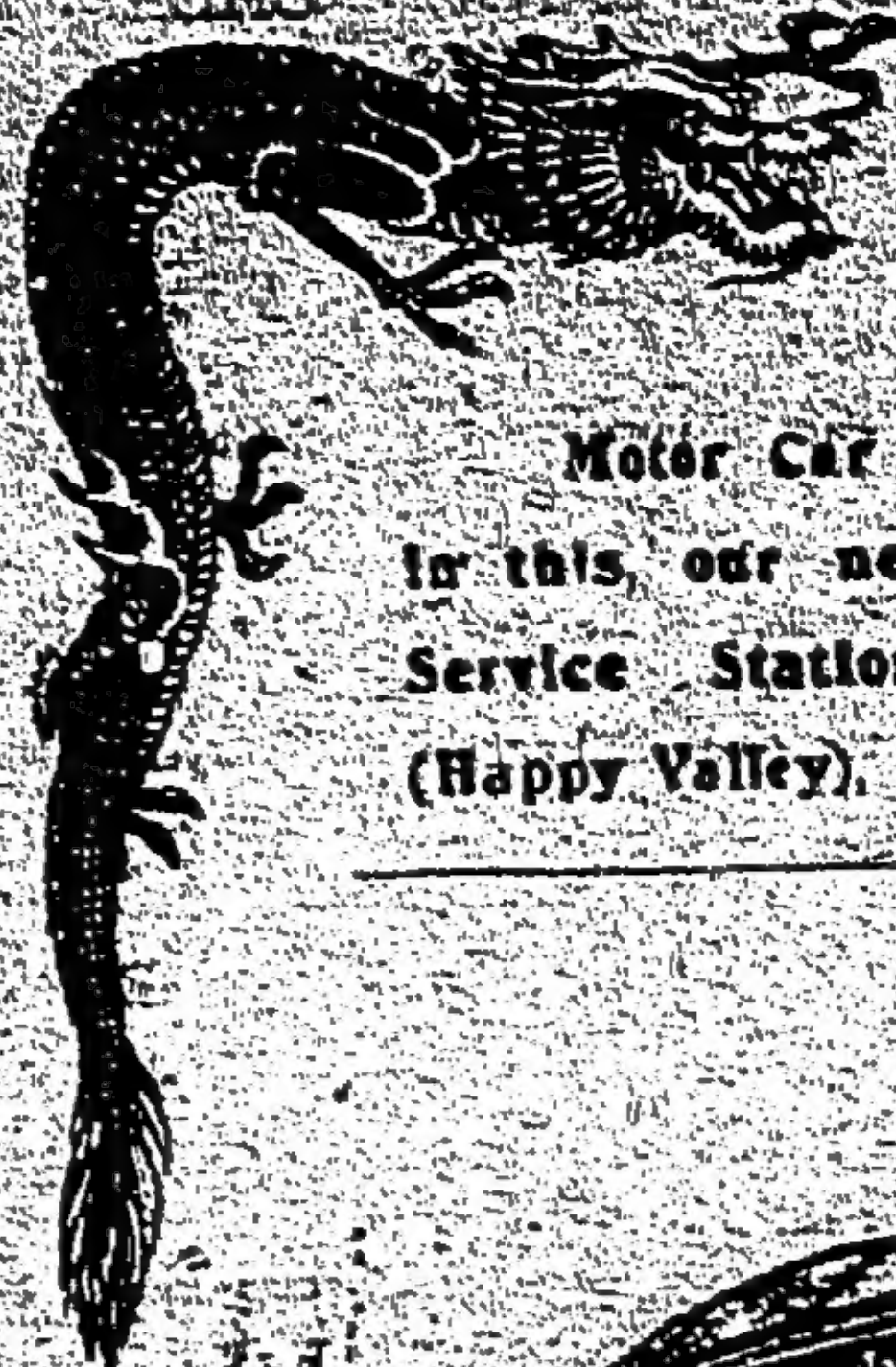
13.—Above all, be careful, very careful, not to pull the hands downwards towards the body in laying the top.

ONE THING NEVER TO FORGET.

Seymour enlarges upon the "straight left arm" principle in golf, as exemplified by Mr. Wetherby, the professional says: "If there is a cure-all for the ills that golf is heir to, it is the straight left arm in the back swing. This is the first thing to learn, and the one thing never to forget. I have known despairing golfers come on their knees instantly on having their attention called to the neglect of this first movement in golf. But a 'straight' left does not mean a 'stiff' left. On the eve of the Open Championship at Troon a year ago, Havers, who had been driving badly for some time before, suddenly discovered that he had been taking the club back too stiffly with the left hand. He attributed his winning of the championship, and the 1,000 guineas tournament, to this simple readjustment of his existing method."

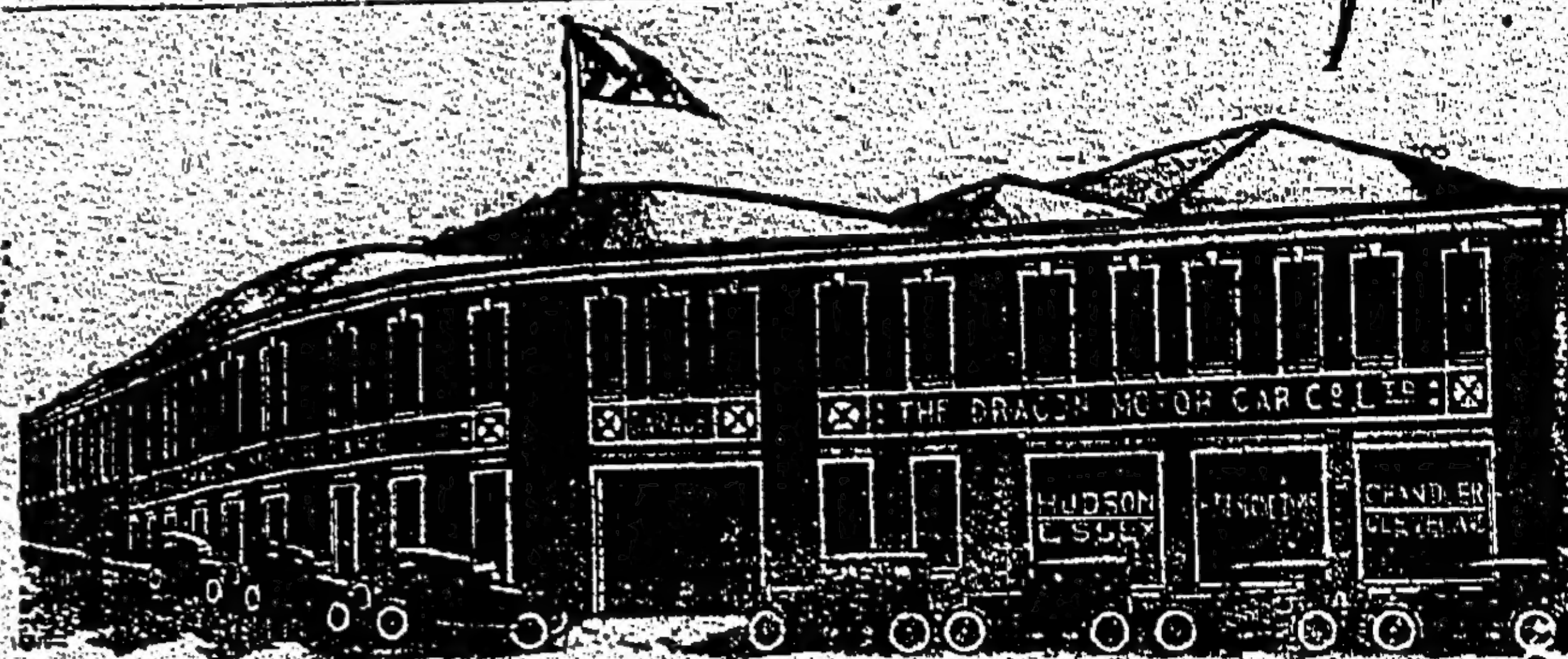
One of the commonest of golfing faults is the coming down on to the ball with an axe-like movement instead of sweeping it away. As Seymour properly points out, Massey and Vardon, to take a couple of notable examples, throw the club well out behind them when bringing it down. Their object is to come at the ball on a level plane, two or three feet in length, before the moment of impact. This is particularly noticeable in Macdonald Smith's golf. In playing a brilliant shot, or any kind of shot, through the green, the ball is fifteen inches behind the head. This produces a long, flowing sweep, so very typical of the American's swing. Seymour lays great stress upon the importance of pivoting, which Duncan has said "is the whole secret of golf, and that nothing else matters." While pivoting is impossible without pivoting, the greatest possible care should be taken not to overdo it. Seymour warns the golfer that the left heel should rise only very slightly from the ground during the backswing. As he points out, this is the method of the best American players. They lift the heel only very slightly, and grip the ground firmly with the ball of the left foot. Anyone who has watched Vardon closely will have seen him working the nail of his left shoe well into the turf before beginning to swing. This is done to make sure of holding firmly to the ground while in the act of pivoting.

(Continued on next column)



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If you feel like that, you are not getting the full value out of your food. Much of its value is being wasted, and your health and strength are suffering too. Unless you do fully and naturally digest what you eat, you cannot be strong and well, cannot be free from discomfort, cannot enjoy life as you should.

You need Mother Seigel's Syrup for your stomach's sake, and to stimulate the organs of digestion, including the liver and bowels. Mother Seigel's Syrup is a wonderful aid to weak and disordered stomachs and inactive livers. It restores the tone, strength, and natural efficiency, so that they can do their duty thoroughly and easily.

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You need Mother Seigel's Syrup if you have pains after eating, flatulence, acidity, turned tongue, headache, biliousness, constipation, or a listlessness for which you cannot account. These are all signs of digestive disorders—all signs that your stomach and liver need the help which Mother Seigel's Syrup so easily supplies.

For fifty years now, Mother Seigel's Syrup has been tried by men and women of the world over, both in hot and temperate climates, and to-day it is more highly valued as a digestive remedy and stomach and liver tonic than ever before. Thousands upon thousands of people who are liable to liver troubles, which they blame upon the weather and, often enough, the due simply to unwholesome food, find in Mother Seigel's Syrup a relief they cannot obtain in any other medicine.

And untold thousands whose stomachs are not so strong as they could wish, find in Mother Seigel's Syrup a help for their stomachs which nothing else provides.

Let their experience be your guide! Take Mother Seigel's Syrup after meals for a while, and note how much brighter and better you feel, and how your general health improves. Note, too, the improvement in appetite, the absence of discomfort after any meal, and the increase in your vigour, when Mother Seigel's Syrup is enabling you to digest the food you eat easily, naturally and thoroughly. —Advt.

CURES FOR AILMENTS.

Like all good professional advisers, Seymour prescribes cures for all the ailments from which the golfer suffers. He lays great stress upon the square stance for all shots, and strongly recommends it when, for some unknown reason, a man has suddenly lost length in driving. When afflicted with an attack of pulling, the cause, in the vast majority of cases, is due to taking the club too far out from the body in the back swing, and then bringing the hands across the body after hitting the ball. The cure is to bring the hands inwards towards the body when taking the club back, and throwing the hands forward as the shot is made.

Slipping, a universal ailment, is, according to Seymour, generally caused by keeping the left leg stiff after the ball is hit. The remedy is to bend the right knee when coming on to the ball so as to permit of the clubhead going on in a straight line as far as the arms will permit. "Show the left shoulder the ball" at the top of the back swing is an excellent thing to bear in mind, and to "show the right shoulder the place where the ball was at the finish of the swing" will also serve to prevent lifting of the head and the resultant flailing.

In the chapter on "Concentration," Seymour says that the Americans are the great advance in golf very largely for their power of concentration. Duncan's quick movements are made possible because of his ability to concentrate.

With nothing else in his mind but the game he is playing, and with perfect confidence in himself, he can dispense with the usual preparatory shuffling of the feet in the making of a shot that most other golfers indulge in. This is true of practically every champion golfer.

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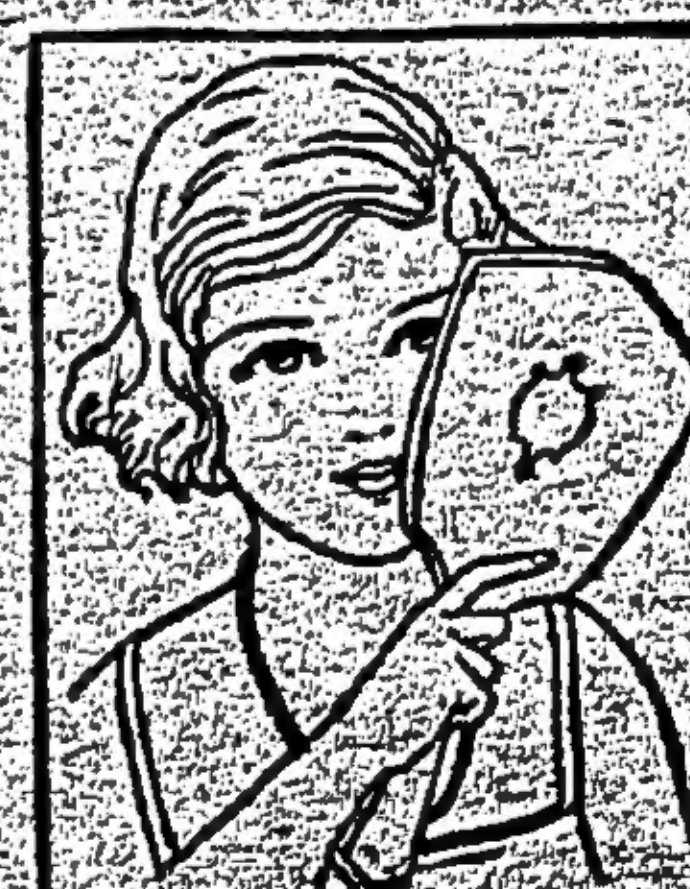
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Do you realize that nine cases of digestive trouble out of every ten are caused by excess acidity in the stomach and that this is easily neutralized? It's a fact and you can demonstrate it by taking a couple of Bisurated Magnesia Tablets next time you get an attack of stomach pain. Notice the ease, the instant relief which these tablets bring. That's because they neutralize the causing acid the moment they enter the stomach. Bisurated Magnesia Tablets are the first things out for imparting health, strength and vigour to the vital organs, and you can get these wonderful tablets cheaply at any chemist. When buying look at the wrapper to make sure that what you have got is Bisurated Magnesia, as this ensures your getting the one thing that does give sure and instant relief. If you see the oval "BISMAG" trade mark, you'll know you're safe.

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THE 1st ANNUAL "AL FRESCO FETE"

OF THE
SOCIETY OF ST. VINCENT DE PAUL
WILL BE HELD
In the Compound of the CATHOLIC CATHEDRAL

SUNDAY, 7th DECEMBER, 1924,
FROM 8.30 TO 11.30 P.M.

UNDER THE DISTINGUISHED PATRONAGE OF

HIS EXCELLENCY THE GOVERNOR.

ADMISSION \$1.00.

Soldiers and Sailors in Uniform Admitted Half Price.

Each Ticket of Admission entitles the Holder to a Souvenir.

In the Afternoon from 2.30 p.m. to 6.30 p.m. Several Stalls will be Open and AMUSEMENTS specially for Children will be provided. TEA and REFRESHMENTS will be obtainable. Admission Free.

The Grounds will be Brilliantly Illuminated in the Evening. The Band of the East Surreys will play both in the Afternoon and in the Evening.

SOME SPECIAL FEATURES OF THE FETE:
SURPRISE CAKE CONTAINING DIAMOND RING, WEDDING RINGS
AND OTHER VALUABLE GIFTS RAFFLE FOR TWO
LIVE DONKEYS. CONJURING DISPLAY
BY MR. RAPIDS.

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Touring Car WITH BALLOON TYRES.

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IN AID OF BLIND CHARITIES THROUGHOUT ENGLAND.

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The Rt. Hon. the Lord Trevelyan.
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CASH.**

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The Happiness of a number of Blind people depends on the success of this Competition. Take as many Tickets as you can—A Pound's worth or Five Pounds' worth if you can afford it—and in doing this for the Blind, even if you can only afford One Ticket, you may win a fortune for yourself.

TICKETS—2/6 EACH AND OBTAINABLE FROM

ARMY & NAVY STORES, 10, Victoria Street, S.W.1; A. W. GARRARD, Ltd., Holborn, E.C.1; CIVIL SERVICE SUPPLY ASSOCIATION, 183, Queen Victoria Street, E.C.4; HATMAKERS' STORES, Haymarket, S.W.1; KEITH POWELL & Co., Ltd., 42, Poland Street, W.1.

OR BY POSTING COUPON BELOW.

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Palace Chambers, Bridge Street,
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Please send me..... Ticket(s) for the New Blind Ballot, for which I enclose
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Postal Order.....

H.D.P.F.

Please write Distinctly and in Ink.

LLOYD'S REGISTER.

WORLD SHIPPING IN 1923-24.

The Annual Report of the operations of Lloyd's Register of Shipping, started in regard to the shipbuilding position, that the operations during the twelve months ended June 30th, 1924, continued to be adversely affected by the persistent depression in the Shipbuilding Industry, which has been a prominent feature of the Society's Annual Reports for three years past.

The tonnage of new vessels classed by the Society during the year (July, 1923-June, 1924) constitutes the lowest record over fifteen years (with the exception of the second year of the War), and represents only 35 per cent. of the total for 1923-24; only 25 per cent. of that for 1920-21; and only 17 per cent. of that for 1920-21. Whether the bottom of the curve has yet been reached it is impossible to say, but a number of points will necessarily occur to anyone in search of enlightenment upon the subject. Amongst these may be mentioned the fact that during the year ended June last, 454 vessels of 800,595 tons gross, were lost, and some 500 vessels, of about 1,200,000 tons, were dismantled or broken up, the last figure being exactly twice that (250,000 tons) of the vessels dismantled or broken up during the twelve months ended June, 1923. It is true that notwithstanding this removal of more than 11 millions of tons of shipping, the merchant fleet of the world is even now greater by about 15 millions of tons than it was in 1914, but on the other hand, it is well recognised that there is a large proportion of the laid-up tonnage which is unlikely ever to be able successfully to seek for employment. It has also to be borne in mind that any serious revival in overseas traffic will probably lead to the further elimination of uneconomical tonnage, some of which is still in service. Shipowners are fully alive to the necessity—in the gradual return to more normal conditions, slow though it has been up to the present time—of providing themselves with up-to-date fleets, and they are aware that shipbuilders, in the circumstances now existing, are prepared to make extraordinary efforts to meet them, so that some of the vacant berths in the shipbuilding yards may be occupied.

Statistics show that Japan occupies the third place among the nations of the world both in regard to the new tonnage produced during the year, and the countries in which such vessels are chiefly owned. Japan built 10 ships of 37,612 gross tons, and owns nine new ships of 37,223 tons.

The total tonnage of merchant vessels about at the end of June, 1924, holding the society's classification, amounts to 29,000,000 tons. If to these figures be added the vessels under construction on June 30th, viz. 461 vessels, of 1,641,240 tons, the aggregate of shipping classed, or intended to be classed, with Lloyd's Register amounts to 30,641,240 tons, of nearly 30 million tons gross. Of the vessels built during the year which have received the society's classification, those of 10,000 tons and upwards include the *Mooltan*, 20,847 tons, and the *Malaya*, 20,837 tons, owned by the Peninsular and Oriental Steam Navigation Co., and the *Hakata Maru*, 10,380 tons, owned by the Nippon Yusen Kaisha.

During the year, 45 vessels, of 242,763 tons—27 per cent. of the total tonnage of new vessels classed—were fitted for burning oil-fuel for steam raising. Vessels fitted with oil engines to which classes have been assigned by the Committee during the year numbered 62, of 183,795 tons, 12 of which, totalling 74,011 gross tons, were ships of more than 5,000 tons each. Heavy oil is used in all these engines. Interesting developments have been made with the Diesel-Electric drive, which is now fitted on board the single-screw vessels *La Playa* and *La Marea*, built by Messrs. Cammell Laird & Co., Ltd., for the United Fruit Co. A third set is being installed in the sister-ship *La Perla*. Four Cammell-Laird-Fullagar oil engines drive electric generators which supply the power to operate electric motors situated at the after end of the ship, thus obviating the need for shaft tunnels. The electrical equipment has been made by the British Thomson-Houston Co., Ltd.

The Committee regrets to record the death of Mr. S. Innes, Preston, ship surveyor at Kobe, who was accidentally killed in February, 1924, as the result of a fall into the hold of a vessel he was inspecting. It also announces the retirement during the year, under the provisions of the Pension Scheme, of Mr. A. S. Williamson, senior surveyor at Nagasaki, after 23 years' valued service. The Committee have also received with regret resignations, on account of ill-health or for other personal reasons, of a number of gentlemen, who during their terms of membership have rendered valuable assistance in the management of the Society. These included Mr. M. Itani, Mr. K. Shii, and Dr. T. Suda, three of the original members, and Mr. A. Ishii, since March, 1923, a member and vice-chairman of the Japan Committee.

THE NEW CABLE SHIP.

Sir John Denison-Pender, chairman of the Eastern Associated Telegraph Companies, and a party of the interested in submarine cables, visited Greenwich on October 22nd to pay farewell to the newly commissioned ship *Cable*, which had just been delivered from the builders in Glasgow, and was to sail the next day for Singapore, where she will be stationed. Fitted with all the latest devices, the ship has a carrying capacity of 100 miles of cable, a speed of about 12 knots, a range of 8,000 miles, and is capable of repairing faults within a few hours. Proposing Success and Prosperity to the *Cable*, her Captain, Officers, and Crew, Sir John Denison-Pender referred to the long life of her predecessors—namely, 40 years. Mr. Willoughby Smith, of the Telegraph Construction and Maintenance Company, in giving the toast of the chairman, said that despite the wireless, they looked forward to still greater progress than in the past. He looked forward to the time when people would give up writing altogether and send everything by telegraph.

JAPANESE MOTOR SHIPS.

TWO NEW CLYDE-BUILT SHIPS.

One of the most interesting experiments—if it may be so termed—that has been made in shipbuilding, will be that of the Nippon Yusen Kaisha, which early this month will take delivery of two Clyde-built motor ships, the hulls of which are exactly similar, but in which two entirely different types of propelling machinery have been installed, under a correspondent of the *Times* Trade Supplement. Not only have these vessels the same dimensions, but there is no divergence in the lines, the under-water body of the hulls being identical.

The length is 440 ft. 6 in., the beam 57 ft., and the depth 38 ft. 6 in.; the dead-weight capacity being approximately 10,000 tons on a draught of 23 ft. 3 in. One of them, the *Asuka Maru*, has been built by Messrs. D. and W. Henderson, and the other, the *Idzumi Maru*, by Messrs. Lithgow, Limited. In the former are installed two of Harland and Wolff's standard B. and W. type engines, each developing 4,000 h.p. at 125 r.p.m., and having cylinders 60 in. bore and 1,100 m.m. stroke. In the *Idzumi Maru* are fitted two Sulzer two-cycle, single-acting engines, each developing 2,000 h.p., but at 100 r.p.m. These engines have only four cylinders, and the advantage of the two cycle principle is seen in the fact that the cylinder dimensions are not very dissimilar from those of the Harland and Wolff engines, being 680 m.m. diameter and 1,500 m.m. stroke.

In both ships, all the auxiliary machinery is electrically operated. In the *Asuka Maru* there are three auxiliary Diesel engines, built by Harland and Wolff, each developing 150 h.p., and direct-coupled to a 100 k.w. generator running at 300 r.p.m. In the Sulzer-engined ship there are also three electric generating sets, each driven by a two-cycle engine of 200 h.p., running at 300 r.p.m. The additional power is necessary on account of the fact that the scavenging air for the main engines is supplied from two separately driven turbo blowers, each coupled to a 340 h.p. electric motor. Only one of these blowers is in operation at sea. Another difference in the two ships is that with Harland and Wolff machinery, fresh water is utilised for cooling the pistons, while in the Sulzer engines sea-water is employed. In the *Asuka Maru* there is an auxiliary air compressor driven by a 180 h.p. electric motor, and in the other vessel two, each coupled to a 50 h.p. motor.

The two ships are very up-to-date in their deck equipment, for there are no fewer than eighteen electrically-operated winches on deck, with a capacity varying between three and seven tons, in addition to a five-ton winch used for warping and also for the steering in the event of any mishap to the steering gear. The latter is of the Hile-Shaw electric hydraulic type. It need hardly be added that the performance of these two ships will be watched with the very greatest interest, as the result will, perhaps, afford the best comparison that has yet been made between two-cycle and four-cycle machinery.

A meeting of Norwegian shipowners interested in the China trade was held at Christiania a few days ago to consider a proposal to form a special "Far East" group of the Norwegian Shipowners' Association. It was decided that there was no need for closer co-operation between shipowners, but a resolution was carried asking the insurance companies to consider the discontinuance of the extra premium demanded for vessels in the China trade.

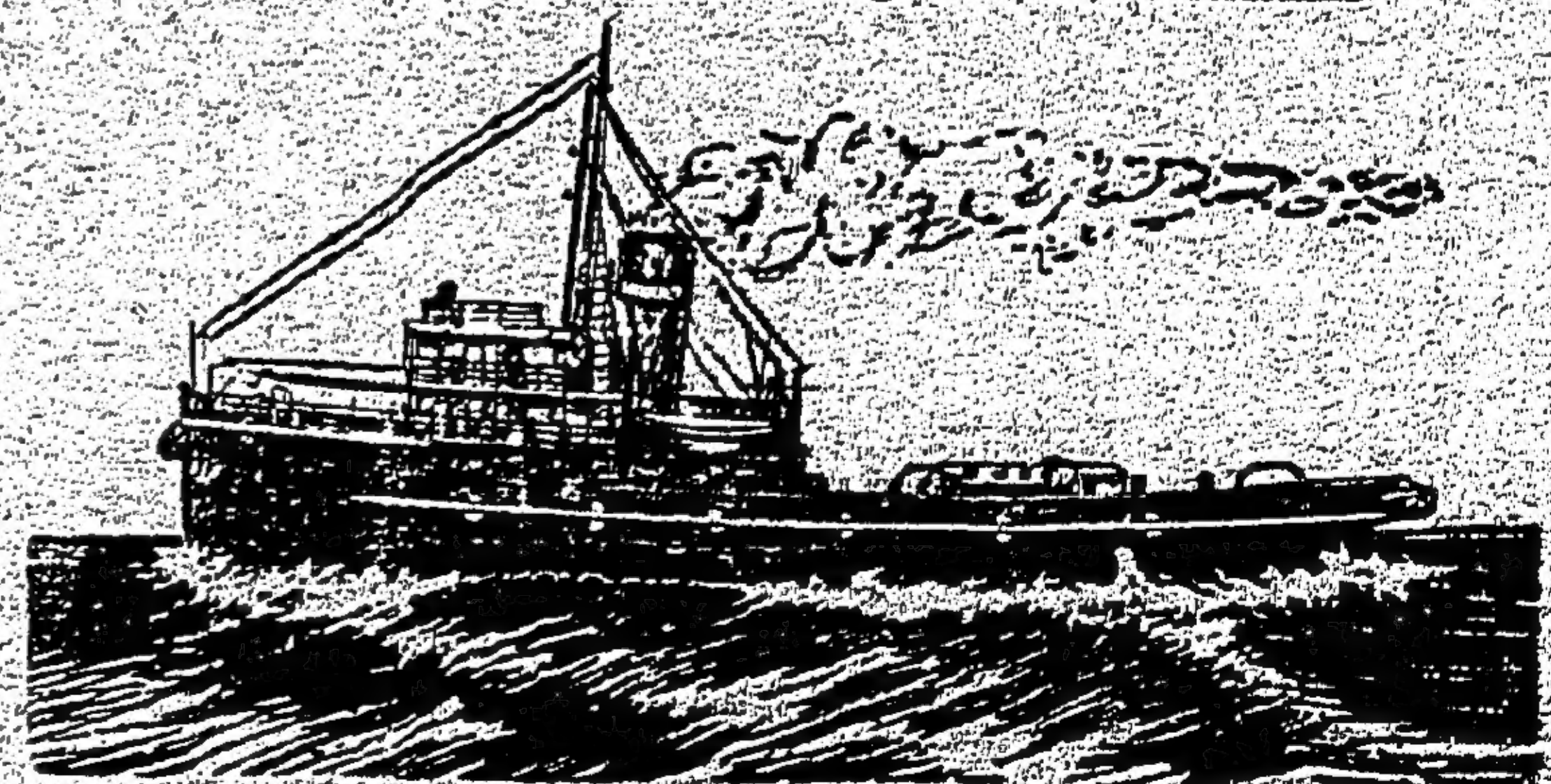


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SHANGHAI	"TUNGSHING"	Sunday	7th Dec. Noon
HONGKONG via SWATOW	"HOPANG"	Tuesday	9th Dec. 10 a.m.
SEALING & CALCUTTA	"NAMSANG"	Tuesday	9th Dec. 3 p.m.
TRINGTAU via SWATOW	"TINGSANG"	Wednesday	11th Dec. 7 a.m.
TRINGTAU	"ONGSHING"	Friday	12th Dec. Noon
HONGKONG	"HINSANG"	Saturday	13th Dec. Noon
HAIPHONG via HOIHOW	"MINGSANG"	Sunday	14th Dec. 9 a.m.
KOREA via MOJI	"LAISANG"	Tuesday	16th Dec. 7 a.m.
MANILA via AMOY	"YUENSANG"	Saturday	20th Dec. Noon
HAIPHONG via HOIHOW	"LEESANG"	Sunday	21st Dec. 9 a.m.

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Vessel	Days	Home	Days	Discharge
"GLENARA"	14th Dec.	"CARNARVONSHIRE"	4th Jan.	Hamburg
"GLENBEG"	25th Dec.	"GLENARA"	22nd Jan.	Hamburg
"GLENHIEL"	8th Jan.	"GLENBEG"	1st Feb.	Hamburg
"FEMERKESEIRE"	22nd Jan.			

Movements are subject to change without notice.

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SHIPPING NEWS

ARRIVALS.

December 4th.
Fern, Swedish str., 1,300 tons, Capt. J. E. Nelson, from Keelung, with a cargo of coal, lying at buoy No. B30.
Ala Nam, Portuguese str., 484 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at Saikong wharf.—Kwang O S.S. Co.
Taiyu Maru, Japanese str., 1,620 tons, Capt. K. Iguchi, from Taiyuan Bay, with stone, lying at Kowloon Bay.—Geo. Grimble.
Taiwan, British schooner, 10,000 tons, Capt. D. A. Pitt, from Kowloon wharf.—M.M.
Tjilidjau, Dutch str., 3,061 tons, Capt. P. Abbo, from Batavia, with a general cargo, lying at buoy No. A31.—J.C.L.L.
Wichuan, Chilean str., 258 tons, Capt. Chan Nam, from Kwang Chow Wan, with a general cargo, lying at Ping On wharf.—Sui Lee S.S. Co.
 December 5th.
Barnes Maru, Japanese str., 3,944 tons, Capt. J. Motoshige, from Kowloon wharf.—O.S.K.
Little Prince, Japanese str., 3,403 tons, Capt. A. B. W. Sheppard, from New York and Shanghai, with a general cargo, lying at buoy No. A15.—Furue (Far East).
Hop Sing, British str., 1,336 tons, Capt. N. van Cortlandt, from Bangkok and Swatow, with a general cargo, lying at buoy No. C37.—J. M. & Co.
Hutchins, British str., 1,220 tons, Capt. J. S. de Wolff, from Tientsin, with a general cargo, lying at buoy No. C41.—B. & S.
Taipei Maru, Japanese str., 2,343 tons, Capt. T. Horiuchi, from Tegal, with a general cargo, lying at Stonecutters.—Y.K.K.

CLEARANCES.

December 5th.
Drufar, for Bangkok.
Dukin, for Huihow.
Hakun, for Swatow.
Hermir, for Bangkok.
Luchur, for Shanghai.
President Cleveland, for Shanghai.
Van Cloon, for Singapore.

PASSENGERS.

ARRIVALS.
 Per s.s. **President Cleveland**, from Manila, on December 4th.—For Hongkong: Capt. and Mrs. G. Anderson, Mr. E. G. Bishop, Mr. and Mrs. Thos. E. D. Bradley, Mrs. Clara S. Battman, Mr. and Mrs. Arthur M. Brown, Miss J. E. Brown, Mrs. Wm. S. Dodges, Mr. H. G. Gasson, Mrs. A. R. Goodkind, Mrs. R. Harinett, Mrs. I. W. Harrison, Mr. T. W. Iden, Mr. R. M. Johnson, Mrs. A. Kohn, the Misses A. H. and A. E. McGinties, Miss K. M. Massie, Mrs. C. L. Massie, Miss M. B. McCay, Mr. Anthony Romarico, Mrs. A. B. Thomas, Dr. and Mrs. H. Watson, Mr. C. H. Watson, Mr. and Mrs. H. L. Willett, for Shanghai; Mr. and Mrs. D. Chidester, Mr. L. G. Joseph, for Honolulu; Mr. E. R. Cameron and Mr. E. W. Lindberg, for San Francisco; Dr. A. D. J. Cortes, Mr. E. Davill, Mr. F. Farre, Mr. and Mrs. W. P. Hawley, Mr. L. W. Hanlin, Mr. W. M. Hart, Mr. G. G. Miller, Mrs. C. Necker, Mr. and Mrs. C. T. Newcomb, Mrs. D. B. Overton, Mr. O. T. Ross, Mr. R. H. Sams and Mrs. M. C. Wood.
 DEPARTURES.
 Per B.L. s.s. **Taiwan**, on December 4th: Mr. and Mrs. R. Moorson, Mr. P. Lokoomal, Mr. J. Raver, Mr. C. A. Barker, Mr. J. F. C. Richards, Mr. and Mrs. W. E. Woods, Mr. and Mrs. Kie Yu Chin.
 SHIPPING MOVEMENTS.
 The Admiral Oriental liner **President Grant**, which is due at this port on December 10th, sailed from Seattle on November 28th, on schedule.
 The Admiral Oriental liner **President Jefferson** sailed from Shanghai on December 5th, and is due at this port at 9 a.m. on December 7th, on schedule.
 The E. & A. s.s. **Drufar** left Manila for this port on the 5th inst., with the outward Australian mail, and is due here on the afternoon of the 7th.
 The s.s. **Premium** (Blue Funnel), for Amsterdam, London and Hamburg, left Shanghai on the 5th inst. for this port, and is due here on the 8th inst. She will be despatched at p.m. the same day.
 The s.s. **Sarpedon** (Blue Funnel), from Liverpool, left Suz on the 3rd inst. for Hongkong, Shanghai, Dalian and Tsingtao, and is due here the 24th inst.

VESSELS EXPECTED.

Atrius (Blue Funnel), due Jan. 5th.
Benenne (Ben Line), due Dec. 10th.
Empress of Asia, due Dec. 10th, 7 a.m.
Taiwan (Blue Funnel), due December 10th.
Kiako Maru (N.Y.K.), due December 10th.
Onaka (Blue Funnel), due today.
Onaka Maru (N.Y.K.), due December 8th.
President Harrison (Dollar), due Jan. 5th.
President Jefferson (Admiral Oriental), due December 7th.
President Monroe (Dollar line), due December 22nd.
Troilus (Blue Funnel), due December 23rd.
Kiako Maru (N.Y.K.), due December 10th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, etc.	Kiawachi Maru	Jap.	Nippon Yusen Kaisha	On 20th inst.
New York & Boston	Blavin Prince	Am.	Prinos Line	On 1st Jan.
Boston, New York & Baltimore via Suez	Canta	Am.	The Bank Line, Limited	On 7th inst.
SAN FRANCISCO via SUEZ & JAP. PORTS & H.W.	President Cleveland	Am.	Star Line & Co.	On 6th inst., 11 a.m.
SAN FRANCISCO, etc.	West Cayote	Am.	Star Line & Co.	On 6th inst.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS	Empress Asia	Am.	Canadian Pacific O.S. Ltd.	On 8th inst.
VICTORIA, SEATTLE & VANCOUVER	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 17th inst., 11 a.m.
VICTORIA, SEATTLE & VANCOUVER	Admiral	Brit.	Butterfield & Swire	On 30th inst.
SEATTLE & VICTORIA via SUEZ, HONG & YOKOHAMA	Frederick Jefferson	Am.	Admiral Oriental Line	On 17th inst.
MARSEILLES & LONDON	Manitua	Brit.	T. & O. B. L. & A. L.	On 15th inst., Noon
MARSEILLES, etc.	Paul Locat	Brit.	Managers Maritimes	On 15th inst.
MARSEILLES, etc.	Angkor	Brit.	Managers Maritimes	On 21st inst.
MARSEILLES, etc.	Angkor	Brit.	Managers Maritimes	On 17th inst., 11 a.m.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, etc.	Fuhimi Maru	Jap.	Nippon Yusen Kaisha	On 20th inst.
MARSEILLES, LONDON, ANTWERP, HAMBURG & HANNOVER	City of Lahore	Brit.	The Bank Line, Ltd.	On 16th inst.
GENOA, MARSEILLES, LONDON & GLASGOW	Manitua	Brit.	Butterfield & Swire	On 16th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, etc.	Coblenz	Ger.	Milners & Co.	On 16th inst.
AMSTERDAM, LONDON & HAMBURG	Phonix	Brit.	Butterfield & Swire	On 16th inst.
LONDON, ROTTERDAM & HAMBURG	Camertonshire	Brit.	Jardine, Matheson & Co., Ltd.	On 4th Jan.
AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	Outerkerk	Dut.	Java-China-Japan-Lijn	On 20th inst.
BOMBAY via SINGAPORE & COLOMBO	Futaki Maru	Jap.	Nippon Yusen Kaisha	On 10th inst.
SEATTLE & VANCOUVER	Namsang	Brit.	Jardine, Matheson & Co., Ltd.	On 9th inst., 3 p.m.
SINGAPORE, PENANG & CALCUTTA	Tilawa	Brit.	P. & O. B. L. & A. L.	On 24th inst.
SINGAPORE, PENANG, COLOMBO, BOMBAY, etc.	Soudan	Brit.	P. & O. B. L. & A. L.	On 24th inst.
SINGAPORE, PENANG, COLOMBO, BOMBAY, etc.	Soudan	Brit.	P. & O. B. L. & A. L.	On 24th inst.
SINGAPORE & BELAWAN-DEH	Van Cloon	Dut.	Java-China-Japan-Lijn	On 24th inst.
BRINDISI, VENICE & TRIESTE	Duchessa D'Aosta	Ital.	Dodwell & Co., Ltd.	On 8th inst.
WHEATSWAT, CHERBOFF & LUNDAW	Hulchow	Brit.	Butterfield & Swire	About 2nd inst.
WHEATSWAT via HONGKONG & PANAMA	Tukwa Maru	Jap.	Yamashita Kisen Kaisha	About 2nd inst.
KEELUNG via SWATOW & AMOI	Chukwa Maru	Jap.	Yamashita Kisen Kaisha	About 2nd inst.
HANDAKAN	Hinsang	Jap.	Jardine, Matheson & Co., Ltd.	On 15th inst., Noon
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 15th inst., 11 a.m.
AUSTRALIAN PORTS	Asakura	Jap.	P. & O. B. L. & A. L.	On 31st inst.
AUSTRALIAN PORTS	Asakura	Jap.	P. & O. B. L. & A. L.	On 31st inst.
SINGAPORE, KORE & YOKOHAMA	Puang Maru	Jap.	Nippon Yusen Kaisha	On 8th inst.
TAIKOTAW via SWATOW & SHANGHAI	Tingsang	Jap.	Jardine, Matheson & Co., Ltd.	On 11th inst., 7 a.m.
MOI & KORE	Arutara	Brit.	P. & O. B. L. & A. L.	On 10th inst., 10 a.m.
SHANGHAI, MOI & KORE	Kalyan	Brit.	P. & O. B. L. & A. L.	On 13th inst.
SHANGHAI, MOI & KORE	Macedonia	Brit.	P. & O. B. L. & A. L.	About 2nd inst.
YOKOHAMA, KORE & MOI	Nimidia	Ital.	Dodwell & Co., Ltd.	About 2nd inst.
AMOI & SHANGHAI	Tihwong	Dut.	Java-China-Japan-Lijn	On 22nd inst., D.L.
KORE & MOI	Takada	Brit.	P. & O. B. L. & A. L.	On 13th inst.
SHANGHAI, MOI & KORE	Macedonia	Brit.	P. & O. B. L. & A. L.	On 13th inst.
YOKOHAMA, KORE, MOI & SHANGHAI	Ile de Panay	Span.	Botolho Bros.	On 15th Jan.
YOKOHAMA, KORE, MOI & SHANGHAI	Cheongshing	Brit.	Jardine, Matheson & Co., Ltd.	On 15th inst., Noon
BATAVIA	Tillaboot	Dut.	Java-China-Japan-Lijn	About 6th inst.
HAIRONG via HONGKONG	Leesang	Brit.	Jardine, Matheson & Co., Ltd.	On 7th inst., 9 a.m.
AMOI, SWATOW & SINGAPORE	Kweiyang	Brit.	Butterfield & Swire	On 7th inst., D.L.
SWATOW & SINGAPORE	Kalgan	Brit.	Butterfield & Swire	On 9th inst., 1 p.m.
SWATOW, AMOI & FOOCHOW	Hainan	Brit.	Douglas LaPraik & Co.	On 9th inst., 1 p.m.
SWATOW, AMOI & FOOCHOW	Hainan	Brit.	Douglas LaPraik & Co.	On 10th inst., 2 p.m.
MANILA	President Pierce	Am.	Pacific Mail S.S. Co.	On 11th inst.
MANILA	Empress Asia	Brit.	Canadian Pacific O.S. Ltd.	On 10th inst., Noon
MANILA via AMOI	Yamsang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst.
MANILA	Frederick Jefferson	Am.	Admiral Oriental Line	On 10th inst.
MANILA, SINGAPORE, COLOMBO, etc.	Ile de Panay	Span.	Botolho Bros.	On 15th inst.
MANILA, Cebu & ZAMBOANGA	West Sequoia	Brit.	Struthers & Barry	On 15th inst.

WEATHER REPORT.

December 5th at 17.57.—Warning to Hongkong, Coast Forts, etc.—Typhoon of unknown intensity with 60 miles of Lat. 21 deg. N. Long. 118 deg. E., moving N.N.E.
 December 5th at 18.00.—Pressure has decreased slightly over Japan; S. Formosa, Indo-China and the Philippines. It has increased slightly from Shanghai to Hongkong.
 The anticyclone has extended southward.
 A small depression or typhoon has formed in about Lat. 21 deg. N. and Long. 118 deg. E., probably moving N.N.E. or N.E.
 Another depression is shown E. of Mindanao.
 Manila warning, 5th at 18.25.—Cyclone or typhoon E. of southern Visayas or northern Mindanao moving W. or W.N.W. Recd. 5d. 16h 34m.
 Hongkong rainfall for the 24 hours ending at 15 hours, Dec. 5th 0.27 inch. Total, since 18.19 inches, 98.49 inches, against an average of 82.19 inches.
 The forecast for the 24 hours ending at 18 hours, Dec. 6th is as follows:—
 District. Forecast.
 Formosa Channel. N. winds, strong; rain.
 N. winds, fresh; overcast.
 Hongkong to Gap Rock. — cast, drizzle.
 South coast of China between Hongkong and Lamook. do.
 South coast of China between Hongkong and Hainan. do.
HONGKONG METEOROLOGICAL REGISTER.
 Hongkong Observatory, December 5th.

	Previous On Date	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.57	29.58	29.55
Temperature	68	73	65
Humidity	72	78	68
Wind Direction	N	NNE	ESE
Force	3	3	3
Weather	c	od	c
Rain	0.36	0.00	0.27

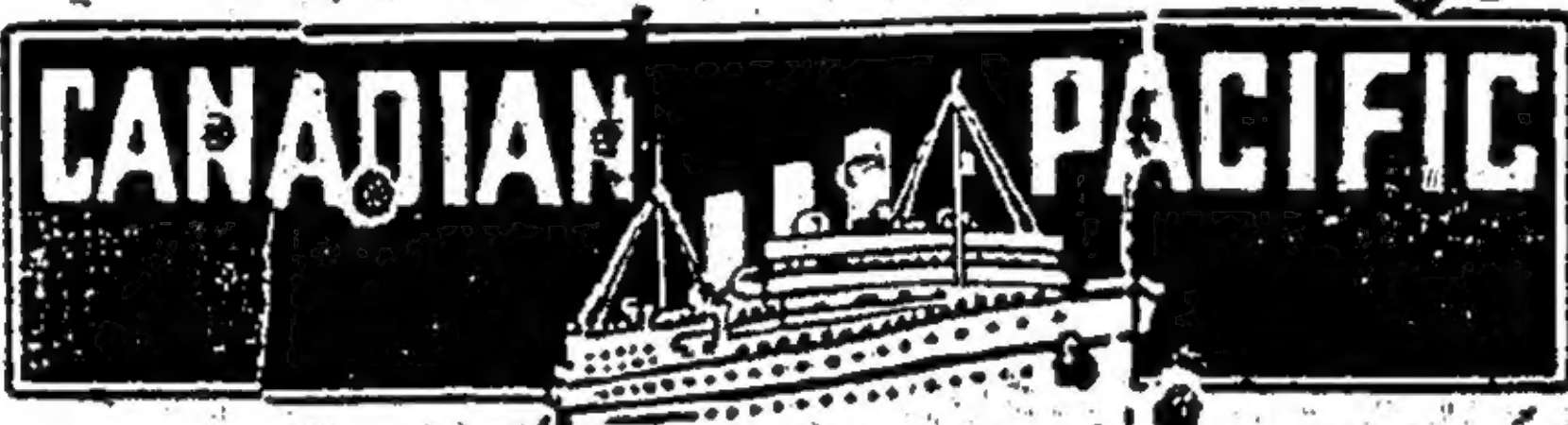
 Highest open-air Temperature on 4th ... 68
 Lowest open-air Temperature on 5th ... 61

CHURCH SERVICES.

St. John's Cathedral—2nd Sunday in Advent, December 7th, 1924.
 Holy Communion—8 a.m.
 Children's Service—10 a.m.
 Matins—11 a.m.
 Preacher: Rev. T. E. Powell.
 Subject: Judgment.
 Holy Communion—12 noon.
 Evening—6 p.m.
 Preacher: Rev. R. J. Northcott, C.F.
 Subject: The Sorrow of this World.
 [51]
 UNION CHURCH, Kennedy Road.—Sunday Services, December 7th.
 Sunday School at 10 o'clock.
 Morning Service at 11 o'clock.
 Hymns: 436, 479, 276, 284.
 P.S.A. Meeting for Men in the Lecture Hall at 4 o'clock.
 Evening Service at 6 o'clock.
 Hymns: 482, 66, 523, 601, 684.
 Preacher both Morning and Evening: Rev. J. Kirk Macdonald.
 [52]
 FIRST CHURCH OF CHURCH SCIENTISTS, Macdonnell Road, below Bowen Road, Tram Station.—Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings—10 to 12.
 [19]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1924.
 With Index. Price—\$7.50.
 On sale at the Hongkong Daily Press Office.



HOME VIA CANADA

Hongkong to England			
via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec			
	From Hongkong	Due Vancouver	Due England
Empress Australia	Dec. 5	Dec. 24	Montclair Jan. 2, Jan. 9
Empress Asia	Jan. 8	Jan. 26	Montclair Feb. 6, Feb. 13
Empress Canada	Jan. 23	Feb. 9	Melita Feb. 19, Feb. 26

Pacific Sealing schedule for Next Spring on application.
 Other Atlantic sailings every 7 days to Liverpool.
 Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg.
 Allotment of Cabin on Atlantic steamers held here and through tickets sold.
 Early reservation necessary.
 Two Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments and Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

The EMPRESS OF AUSTRALIA will sail from HONGKONG at DAYLIGHT on DECEMBER 5th.

HONGKONG-MANILA SERVICE

From Hongkong	From Manila	From Hongkong	From Manila
Dec. 11	Dec. 13	Dec. 11	Dec. 13
Dec. 26	Dec. 28	Dec. 26	Dec. 28

Passenger Department: Tel. 752. Cables: GACANPAO.
 Freight and Express: Tel. 42. Cables: NAUTILUS.



KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA.)

THE STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE, PENANG and BELAWAN-DEH DIRECT, 5th December, 1924.
 1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation.
 All lower berths. Doctor carried.
 English cuisine. Wireless telegraph.
 In connection with the Royal Packet Nav. Co.'s (K.P.M.) service to all destinations in the Netherlands East Indies.
 For Freight and Passage, apply to—

JAVA-CHINA-JAPAN-LYN.

Agents.

Telephone Central No. 1574. YORK BUILDING, CHATER ROAD.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD
 HONGKONG TO SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT CLEVELAND" ... December 8th, 1924, 11 a.m.
 S.S. "PRESIDENT PIERCE" ... December 20th
 S.S. "PRESIDENT TAFT" ... January 2nd, 1925
 Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	MOONING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTINENTAL	YOSEMITE
LOS ANGELES	RAILWAY AND	GRAND CANYON
SALT LAKE	ATLANTIC STEAMERS	FEATHER RIVER
CHICAGO		YELLOW STONE PARK
NEW YORK		NIAGARA FALLS

HONGKONG-MANILA

S.S. "PRESIDENT PIERCE" ... December 10th, at 2 p.m.
 S.S. "PRESIDENT TAFT" ... December 24th, at 2 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 2152. HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America \$3,405, \$3,420, \$3,445.

KAGA MARU ... Wednesday, 17th Dec., at 11 a.m.

IYO MARU ... Thursday, 18th Jan., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

YUSEIJI MARU (calls Delagoa Bay & Port Elizabeth) ... Wednesday, 17th Dec., at 11 a.m.

HAKOZAKI MARU ... Wednesday, 31st Dec., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila Ports.

TANGO MARU ... Wednesday, 17th Dec., at 11 a.m.

AKI MARU ... Wednesday, 14th Jan., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

TAKAOKA MARU ... Sunday, 7th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU (calls Delagoa Bay & Port Elizabeth) ... Wednesday, 24th Dec.

BOMBAY via Singapore, Penang & Colombo.

FUKKI MARU ... Wednesday, 10th Dec.

SADU MARU ... Tuesday, 16th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU ... Wednesday, 10th Dec.

KANAGAWA MARU ... Sunday, 14th Dec.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 11th Dec.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU (Kobe Direct) ... Saturday, 6th Dec.

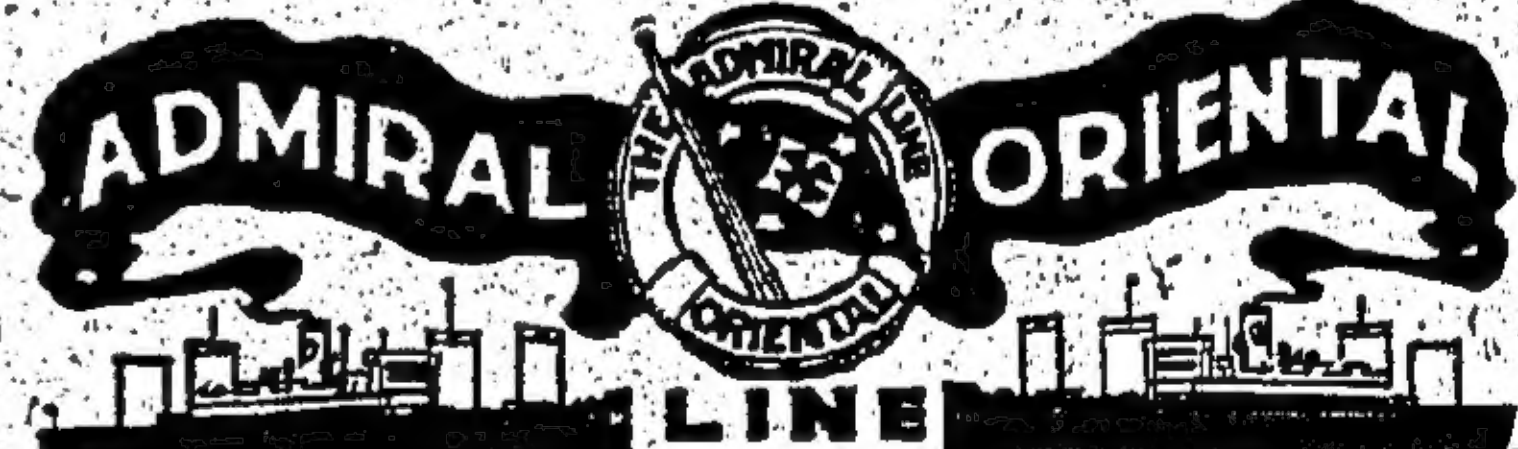
PENANG MARU ... Monday, 8th Dec.

KITANO MARU ... Wednesday, 17th Dec.

HARUNA MARU ... Tuesday, 30th Dec.

For further information, apply to— NIPPON YUSEN KAISEI.

Telephone Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA

"PRESIDENT JEFFERSON" ... Dec. 17th.
 "PRESIDENT GRANT" ... Dec. 23th.
 "PRESIDENT MADISON" ... Jan. 10th.
 "PRESIDENT JACKSON" ... Feb. 3rd.
 "PRESIDENT McKINLEY" ... Feb. 27th.

TO EUROPE—£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monocoles and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT JEFFERSON" ... Dec. 6th.
 "PRESIDENT GRANT" ... Dec. 10th.
 "PRESIDENT MADISON" ... Jan. 1st.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Line to Atlantic Ports.
 Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building (Ground Floor).

Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

FRANCHISED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

PASSENGER SERVICE.

* "CITY OF KARACHI" ... 20th Jan ... Marseilles, London, etc.
* "CITY OF KARACHI" ... 4th Mar ... Do.
* "TRAFFORD HALL" ... 11th Apr ... Do.

* "A" Class. * "B" Class.

FARES TO LONDON.

Single 1st Class "A" ... £92. "B" ... £84. | Return 2nd Class "A" ... £42. "B" ... £34.
Cargo Steamers. Saloon Passage—£82.

For further particulars, apply to—

THE BANK LINE LTD.
(Tel. Central 750).
HOLYOAK, MASSEY & Co., Ltd., Canton.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO. LTD. AND CHINA-MUTUAL S.S. CO. LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

* "OANFA" ... via Suez Canal ... 7th Dec.
* "CITY OF SHANGHAI" ... via Suez Canal ... 19th Dec.
* "HYRON" ... via Suez Canal ... 28th Dec.
* "IXION" ... via Suez Canal ... 8th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
ANGKOR	7th Dec.
ANGERS	11th Dec.
PAUL LEBON ...	6th Nov.	8th Dec.	4th Jan. 1925
ANDRE LEBON ...	10th Nov.	12th Dec.	18th Jan.
AMBORE ...	14th Dec.	16th Jan. 1925	1st Feb.
CHASTILLY ...	18th Dec.	20th Jan.	15th Feb.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... £ 95. 0s. 0d. B CLASS (1st Class) ... £ 85. 0s. 0d.
STRAITERS (2nd) ... £ 68. 0s. 0d. C CLASS (1st Class) ... £ 60. 0s. 0d.

Through Tickets to London and leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

* "SI-KIANG" ... loading for HAVRE, ANTWERP

* "SI-KIANG" ... from DUNKERQUE, LONDON & HAVRE is due

to arrive about 3rd week of December.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, Queen's Buildings.

CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIOHNG ... Capt. A. H. Stewart ... Tuesday, 9th Dec. at 1 p.m.
HAI-NING ... Capt. W. O. Pasmore ... Friday, 12th Dec. at 4 p.m.
HAIHONG ... Capt. Ellis Walker ... Tuesday, 16th Dec. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING", "HAIHONG" and "HAICHING" at the Reduced Rate of \$20.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

General Managers

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast, freight steamers.

For BOSTON

and

NEW YORK

SS "SLAVIC PRINCE" ... 1st Jan. 1925
SA "EASTERN PRINCE" ... 1st Feb.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 8165

Telegrams: Furness

(Incorporated in Great Britain)

King's Buildings.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS
(Under Contract with H.M. Government)

S.S.	Tons	From Hongkong (about)	Destination
"MANTUA"	10,903	12th Dec. Noon	Marseilles & London
"BOUDAN"	6,896	24th Dec.	Spain, Penang, Colombo & B'way
"ERIVA"	9,135	27th Dec.	Marseilles, London, Rotterdam, Hamburg, Antwerp and Hull
1925			
"MACEDONIA"	11,089	10th Jan.	Marseilles & London
"SIOLIA"	6,815	21st Jan.	Spain, Penang, Colombo & B'way
"KALYAN"	9,115	24th Jan.	Marseilles, London, Rotterdam, Hamburg, Antwerp and Hull
"MOREA"	10,911	7th Feb.	Marseilles & London
"SARDINIA"	6,824	18th Feb.	Spain, Penang, Colombo & B'way
"KARMIN"	8,963	21st Feb.	Marseilles, London & Antwerp
"MALWA"	10,941	7th Mar.	Marseilles & London
"BOUDAN"	6,896	18th Mar.	Spain, Penang, Colombo & B'way
"KARMIN"	8,963	21st Mar.	Marseilles, London & Antwerp
"SIOLIA"	6,815	31st Mar.	Spain, Penang, Colombo & B'way
"KARMIN"	8,963	4th Apr.	Marseilles & London
"BOUDAN"	6,896	18th Apr.	Spain, Penang, Colombo & B'way
"KARMIN"	8,963	21st May	Marseilles & London
"SARDINIA"	6,824	16th May	Spain, Penang, Colombo & B'way

BRITISH INDIA-APCAR SAILINGS

"TILAWA"	10,000	6th Dec. 1 p.m.	Singapore, Penang & Calcutta
"TAKIWA"	8,500	21st Dec.	do.
"TAIRA"	8,500	10th Jan. 1925	do.
"TAKADA"	8,549	12th Jan.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	4,000	31st Dec.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	4th Feb. 1925	Manila, Sandakan, Thursday
"TANDA"	6,968	4th Mar.	Sydney & Melbourne

Freight connections from Australia with the following—
The Union S.S. Co. Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ARAFURA"	4,000	6th Dec. 10 a.m.	Moji, Kobe & Yokohama
"TAIRA"	8,500	12th Dec.	Kobe only
"MACEDONIA"	11,089	12th Dec.	Shanghai, Moji & Kobe
"TAKADA"	8,549	22nd Dec.	Moji & Kobe
"SIOLIA"	6,815	27th Dec.	Shanghai, Moji & Kobe
1925			
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe
"TANDA"	6,968	4th Jan.	do.
"DONGOLA"	8,083	7th Jan.	Kobe only
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe
"KARMIN"	8,963	24th Jan.	do.
"SARDINIA"	6,824	24th Jan.	do.
"EASTERN"	4,000	21st Jan.	Moji & Kobe
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe
"TANDA"	6,968	7th Feb.	Moji & Kobe
"KARMIN"	8,963	21st Feb.	Shanghai, Moji & Kobe
"BOUDAN"	6,896	18th Feb.	do.
"SIOLIA"	6,815	7th Mar.	do.
"ARAFURA"	4,000	7th Mar.	Moji & Kobe
"MANUFA"	4,500	7th Mar.	Shanghai, Moji & Kobe
"KARMIN"	8,963	21st Mar.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"SARDINIA"	6,824	17th Apr.	do.
"NAGAYA"	6,824	22nd Apr.	do.
"MOREA"	10,911	1st May	do.
"KALYAN"	9,115	16th May	do.
"MALWA"	10,941	20th May	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Baggage must deliver their own Hotel expenses at Singapore's wharf awaiting the on carrying steamer.

All Orders are filled with Electric Fans free of charge.
Parcel Messengers not more than 14 lb. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
22, Des Voeux Road Central, HONGKONG. Agents.

CHINA NAVIGATION CO. LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure	Notes
SHANGHAI & TIENTSIN	"LUOYU"	On 6th Dec.	None
SWATOW & SHANGHAI	"KWEIFANG"	On 7th Dec.	D.L.
SWATOW & SHANGHAI	"SHANTUNG"	On 8th Dec.	11 a.m.
WHAIWAI, CHEFOO & TIENTSIN	"RUICHOW"	On 8th Dec.	4 p.m.
SWATOW & SHANGHAI	"SUNNING"	On 9th Dec.	11 a.m.
SHANGHAI & TIENTSIN	"CHUSAN"	On 10th Dec.	4 p.m.
SWATOW, FAKHOI & HAIPHONG	"TAMING"	On 11th Dec.	10 a.m.
SHANGHAI & TIENTSIN	"SROHUN"	On 11th Dec.	11 a.m.
SWATOW & SHANGHAI	"YENAN"	On 13th Dec.	Noon
SWATOW & SHANGHAI	"CHENAN"	On 14th Dec.	10 a.m.
SWATOW & SHANGHAI	"BOOCHOW"	On 14th Dec.	11 a.m.
SWATOW & SHANGHAI	"SUIYANG"	On 16th Dec.	D.L.
SWATOW & SHANGHAI	"TEAN"	On 16th Dec.	11 a.m.
SWATOW & SHANGHAI	"KIUNGCHOW"	On 17th Dec.	11 a.m.

SHANGHAI LINE—Excellent Saloon accommodation, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fuhow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through bills of lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow, maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 33.

CARGO AND PASSAGE CAN BE SECURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Due to arrive at Hongkong about	Due to sail for Manila, Port Range, Thursday 12, Rabaul & Ana Ports about
"TAIWAN"	15th December	20th December

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout. Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

BUTTERFIELD & SWIRE

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH

FOR NEW YORK AND BOSTON via SUEZ.

SS "BREMONT CASTLE" ... Sails about 10th December.
SS "BOLTON CASTLE" ... Sails about 3rd Jan. 1925

LLOYD TRIESTINE.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (JUNE).

TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOVA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REMOVED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

SS "NUMIDIA" ... Sails about 22nd December
SS "VENEZIA" ... Sails about 1st Jan. 1925
SS "LAONIA" ... Sails about 22nd Jan.
SS "FIUME" ... Sails about 1st Feb.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

SS "DUCHESSA D'AOSTA" ... Sails about 8th December
SS "NIPPON" ... Sails about 2nd Jan. 1925
SS "BOASTRA" ... Sails about 7th Jan.
SS "NUMIDIA" ... Sails about 2nd Feb.
SS "VENEZIA" (cargo only) ... Sails about 7th Feb.
SS "LAONIA" ... Sails about 26th Feb.
SS "FIUME" ... Sails about 27th Mar.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

SS "UMTALI" ... Sails about 31st December.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO. LIMITED

Telephone Central 1089.

Agents.

AMERICAN FAR EAST LINE

OPERATED FOR UNITED STATES SHIPPING BOARD

STRUTHERS & BARRY, MANAGING AGENTS.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE

(22 days to San Francisco. 28 days to Los Angeles)

USSR "WEST CAJON" ... Dep. Hongkong 8th Dec.
USSR "WEST CAJON" ... Leave Hongkong 6th Dec.
USSR "WEST PARALON" ... Dep. Hongkong 12th Dec.
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